SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

142

TIME TABLE

FOR THE

LOS ANGELES DIVISION

To Take Effect Sunday, August 19, 1923, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

SANTA BARBARA SUBDIVISION.

EASTWARD

Time Table No. 142

August 19, 1923.

Capacity Sidings in Car Lengths	THIRD CLASS			FIRST CLASS									Distance from San Francisco		STATIONS
	120	118	244	38	78	72	32	110	30	74	76	102			
	Mixed	Mixed	Sunset Manifest Freight	Los Angeles and Oxnard Passenger	Shore Line Limited	Daylight Limited	Santa Barbara Los Angeles Passenger	Sunset Express	Santa Barbara Los Angeles Passenger	The Padre	The Lark	Sunset Limited			
	Leave Daily	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
BKPWFT Yard			8.55AM		7.15PM	5.30PM	2.30PM	8.50AM	7.00AM	6.28AM	6.05AM	4.20AM	370.7	Block Signals	TO-R STA. BARBARA (Double Track) 1.2
			9.00		7.20	5.35	2.35	8.55	7.05	6.33	6.10	4.25	371.9		E. STA. BARBARA (Double Track) 1.5
47			9.05		7.23	5.38	f 2.38	8.58	f 7.08	6.36	6.13	4.28	373.4		COUNTRY CLUB 0.5
							f		f				373.9		MONTECITO (No Siding) 0.7
12							f		f				374.6		MIRAMAR 1.6
17 P			9.13		7.27	**5.43**	s 2.42	9.02	s 7.13	6.40	6.17	4.32	376.2		TO SUMMERLAND 1.1
93 P			9.18		7.29	5.45	f 2.44	9.04	f 7.15	6.42	6.19	4.34	377.3		ORTEGA 1.0
							f		f				378.3		SERENA (No Siding) 2.9
46 PW			9.28		7.34	5.50	s 2.50	9.09	s 7.21	6.47	6.24	4.40	381.2		TO CARPINTERIA 1.1
													382.3		SEAROAD (Spur) 1.1
47 P			9.34		7.37	5.53	2.54	9.12	7.25	6.50	6.27	4.44	383.4		WAVE 1.1
16 P							f		f				384.5		BENHAM (Spur) 1.2
44 P			9.42		7.41	5.57	f 2.59	9.16	f 7.30	6.54	6.31	4.49	385.7		PUNTA 2.9
70 P			9.52		**7.45**	6.01	f 3.03	9.20	f 7.34	6.58	6.35	4.53	388.6		SEACLIFF 4.3
44 P			**10.04**		7.51	6.07	f **3.09**	9.26	f 7.40	7.04	6.41	5.00	392.9		DULAH 4.4
P		2.10PM	**10.17**		7.57	6.13	3.15	9.32	7.46	7.10	6.47	5.07	397.3		VENTURA JCT. 0.9
54 PW	3.05PM	s 2.12PM	**10.30**		s 8.00	6.16	s **3.20**	s 9.36	s 7.52	7.12	6.50	5.11	398.2		TO VENTURA 1.2
													399.4		ABSCO (Spur) 0.8
11													400.2		LEMON 0.8
26	f 3.13		10.49		8.04	6.20	f **3.24**	9.40	f 7.56	7.16	6.54	5.16	401.0		EDFU 2.2
48 PY	s 3.18PM		11.09	6.57PM	8.07	6.23	s 3.28	**9.45**	s 8.01	7.19	6.57	5.20	403.2		TO MONTALVO 2.4
													405.6		EL RIO (Spur) 2.2
BKFWYP Yard			11.30	s **7.10PM**	s 8.15	6.31	s 3.40	s 9.54	s 8.13	7.26	7.05	5.30	407.8		TO OXNARD 4.3
44 P			11.40		8.21	6.37	f 3.46	**10.02**	f 8.19	7.32	7.11	5.37	412.1		LEESDALE 1.5
35			11.55AM		8.23	6.39	3.48	10.05	8.21	7.34	7.13	5.40	413.6		SUCROSA 3.0
73 P			12.05PM		8.27	6.44	s 3.53	10.10	s 8.26	7.38	7.17	5.45	416.6		TO CAMARILLO 3.2
51 P			12.20		8.32	**6.50**	s 4.00	10.16	s 8.32	7.43	7.23	5.52	419.8		TO SOMIS 3.1
71 P			12.35		8.37	6.54	f 4.04	10.21	f 8.36	7.48	7.29	5.57	422.9		LAGOL 4.2
73 PW			**12.55**		**8.45**	7.01	s **4.15**	10.30	s 8.49	7.56	7.37	6.06	427.1		TO MOORPARK 5.1
70 P			1.14		8.53	7.09	f 4.26	10.41	f **9.00**	8.04	7.46	6.16	432.2		STRATHEARN 1.3
18 P							f		f				433.5		SIMI 4.0
55 P			1.30		**9.02**	7.17	s 4.36	10.52	s 9.09	8.14	7.57	6.26	437.5		TO SANTA SUSANA 3.5
78 P			1.45		**9.13**	7.24	f 4.45	11.00	f **9.18**	8.23	8.05	6.33	441.0		HASSON 4.5
E 47 W 53 PW			2.05		**9.28**	7.36	f 5.00	11.14	f 9.30	**8.36**	8.20	6.45	445.5		TO CHATSWORTH 4.4
E 51 W 51 P			2.20		9.35	7.42	s 5.07	**11.20**	s 9.37	8.42	**8.30**	6.54	449.9		TO ZELZAH 4.2
E 51 W 51			2.30		9.43	**7.48**	f 5.14	11.27	f 9.44	**8.50**	8.36	7.00	454.1		RAYMER 0.9
I													455.0		Crossing P. E. Ry. 3.4
E 49 W 50 P			2.40		9.51	7.54	f 5.21	11.33	f 9.51	8.57	**8.42**	7.07	458.4		HEWITT 4.3
PI			2.55PM		9.59PM	8.00PM	5.29PM	11.39AM	**9.59AM**	9.05AM	8.52AM	7.14AM	462.7		TO-R BURBANK JCT.
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(92.0)
	(0.13) 23 07	(0.02) 27.00	(6.00) 18.40	(0.13) 21.23	(2.44) 33.65	(2.30) 36.66	(2.59) 30.83	(2.49) 32.66	(2.59) 30.83	(2.37) 35.15	(2.47) 33.05	(2.54) 31.72			Total Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
102	Any Station	El Paso

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
102	Ventura	West of Santa Barbara
102	Oxnard	San Jose and West
110	Zelzah	San Jose

WESTWARD

Time Table No. 142

August 19, 1923.

		FIRST CLASS								THIRD CLASS			
	Distance from Burbank Jct.	71	77	31	17	33	73	75	101	39	243	119	121
		Daylight Limited	Shore Line Limited	Los Angeles Santa Barbara Passenger	Seashore Express	Los Angeles Santa Barbara Passenger	The Padre	The Lark	Sunset Limited	Oxnard and Los Angeles Passenger	Sunset Manifest Freight	Mixed	Mixed
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
TO-R STA. BARBARA 1.2	92.0	10.45AM	s 11.23AM	s 6.00PM	s 8.25PM	s 10.30PM	s 10.45PM	s 11.08PM	s 11.40PM		5.00PM		
E. STA. BARBARA 1.5	90.8	10.40	11.15	5.54	8.18	10.22	10.40	11.00	11.33		4.45		
COUNTRY CLUB 0.5	89.3	10.36	11.12	f 5.50	8.14	f 10.16	10.36	10.57	11.30		4.35		
MONTECITO (No Siding) 0.7	88.8			f		f							
MIRAMAR 1.6	88.1			f		f							
TO SUMMERLAND 1.1	86.5	10.31	11.08	f **5.43**	8.08	f 10.09	10.31	10.53	11.25		4.20		
ORTEGA 1.0	85.4	10.29	11.06	f 5.39	8.06	f 10.06	10.29	10.51	11.23		4.15		
SERENA (No Siding) 2.9	84.4			f		f							
TO CARPINTERIA 1.1	81.5	10.24	f 11.00	s 5.33	8.00	f 9.59	10.24	10.45	11.17		4.05		
SEAROAD (Spur) 1.1	80.4												
WAVE 1.1	79.3	10.20	10.55	5.28	7.56	9.55	10.20	10.40	11.12		3.55		
BENHAM (Spur) 1.2	78.2			f		f							
PUNTA 2.9	77.0	10.15	10.51	f 5.23	7.51	f 9.50	10.15	10.35	11.07		3.40		
SEACLIFF 4.3	74.1	10.11	10.46	f 5.19	**7.45**	f 9.46	10.11	10.30	11.02		3.25		
DULAH 4.4	69.8	**10.04**	10.39	f 5.13	7.36	f 9.40	10.05	10.24	10.56		**3.09**		
VENTURA JCT. 0.9	65.4	9.57	10.32	5.07	7.30	9.34	9.59	10.16	10.49		2.49		s 10.47AM
TO VENTURA 1.2	64.5	9.55	s **10.30**	s 5.05	s 7.28	s 9.32	9.57	10.14	10.47		2.47	s 10.06AM	10.45AM
ABSCO (Spur) 0.8	63.8												
LEMON 0.8	62.5												
EDFU 2.2	61.7	9.49	10.22	f 4.56	7.20	f 9.26	9.52	10.09	10.42		2.35	f 9.58	
TO MONTALVO 2.4	59.5	**9.45**	10.18	s 4.52	7.16	s 9.23	9.49	10.06	10.39	s 7.53AM	2.27	9.54	
EL RIO (Spur) 2.2	57.1			f		f				f			
TO OXNARD 4.3	54.9	9.39	s 10.11	s 4.45	s **7.10**	s 9.17	9.43	10.00	10.32	7.35AM	2.10		
LEESDALE 1.5	50.6	9.31	**10.02**	f 4.38	7.01	f 9.09	9.36	9.52	10.23		1.50		
SUCROSA 3.0	49.1	9.28	9.58	4.36	6.59	9.07	9.34	9.50	10.21		1.45		
TO CAMARILLO 3.2	46.1	9.24	f 9.54	s 4.32	6.55	s 9.03	9.30	8.46	10.17		1.30		
TO SOMIS 3.1	42.9	9.19	f 9.49	s 4.26	**6.50**	s 8.57	9.26	9.42	10.13		1.20		
LAGOL 4.2	39.8	9.14	9.45	f 4.21	6.43	f 8.51	9.22	9.38	10.09		1.10		
TO MOORPARK 5.1	35.6	9.08	f 9.38	s **4.15**	6.36	s **8.45**	9.16	9.32	10.02		**12.55**		
STRATHEARN 1.3	30.5	**9.00**	f 9.30	f 4.02	6.29	f 8.33	9.09	9.25	9.55		12.37		
SIMI 4.0	29.2		s	f		f							
TO SANTA SUSANA 3.5	25.2	8.53	f 9.23	s 3.54	6.22	s 8.25	**9.02**	9.18	9.48		12.25		
HASSON 4.5	21.7	8.48	**9.18**	f 3.47	6.17	f 8.18	8.55	**9.13**	9.42		12.05PM		
TO CHATSWORTH 4.4	17.2	**8.36**	9.05	f 3.33	6.05	f 8.04	8.43	8.59	**9.28**		11.40AM		
TO ZELZAH 4.2	12.8	**8.30**	f 8.58	s 3.23	5.57	s 7.56	8.35	8.51	9.21		**11.20**		
RAYMER 0.9	8.6	8.24	**8.50**	f 3.16	5.51	f **7.48**	8.28	8.44	9.14		10.45		
CROSSING P. E. RY. 3.4	7.7												
HEWITT 4.3	4.3	8.18	**8.42**	f 3.08	5.43	f 7.38	8.21	8.36	9.06		10.25		
TO-R BURBANK JCT.	0.0	8.12AM	8.32AM	3.00PM	5.36PM	7.30PM	8.14PM	8.29PM	8.58PM		**9.59AM**		
(92.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
Total Time		(2.33)	(2.51)	(3.00)	(2.49)	(3.00)	(2.31)	(2.39)	(2.42)	(0.18)	(7.01)	(0.12)	(0 02)
Average speed per hour		36.06	32.28	30.66	32.07	30.66	36.55	34.06	34.07	13.11	13.11	25.00	27.00

Double Track

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to (or beyond)
17	Zelzah	San Jose
17	Montalvo	From train 37.
101	Oxnard & Ventura	Del Monte Jct.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
101	Any Station	El Paso

SANTA BARBARA SUBDIVISION.

EASTWARD

Capacity sidings in car lengths	THIRD CLASS					FIRST CLASS															Distance from San Francisco		Time Table No. 142 August 19, 1923	
	264	252	244	322	262	78 ✓	72 ✓	36 ✓	108 ✓	32 ✓	110 ✓	34 ✓	30 ✓	50 ✓	74 ✓	76 ✓	26 ✓	60 ✓	102 ✓	8 ✓				
	Freight	Sunset Manifest Freight	Sunset Manifest Freight	Local Freight	Freight	Shore Line Limited	Daylight Limited	Ojai and Los Angeles Passenger	Fresno and Los Angeles Express	SantaBarbara Los Angeles Passenger	Sunset Express	Oxnard and Los Angeles Passenger	SantaBarbara Los Angeles Passenger	The Tehachapi	The Padre	The Lark	The Owl	The Sacramento	Sunset Limited	San Francisco and Los Angeles Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
E 47 W 82 BKWFYP	7.10PM	3.30PM		10.40AM	7.10AM			5.10PM	5.03PM			9.36AM		8.25AM			7.40AM	6.45AM		6.10AM	450.6	Block Signals	TO-R SAUGUS 2.4	
66 P	7.34	3.45		10.55	7.25			s 5.18	5.10			s 9.42		8.30			7.44	6.49		f 6.15	453.0		TO NEWHALL 0.7	
20																					453.7		ELAYON 0.7	
4																					454.4		WALTZ JUNO. 2.2	
60 P	7.57	4.20		11.32	7.48 7.58			f 5.29	5.21			f 9.55		8.42			7.58	7.01		6.30	456.6		TO TUNNEL 2.6	
11								f				f									459.2		SYLMAR 2.6	
67 BKWFTP	8.20	4.50		11.59AM	8.15			s 5.39	5.30			s 10.08		8.53			8.07	7.10		s 6.41	461.8		TO-R SAN FERNANDO 0.7	
																					462.5		JOKO (Spur) 0.9	
86 P	8.28	5.01		12.15PM	8.20			f 5.42	5.33			f 10.12		8.57			8.10	7.13		f 6.45	463.4		PACOIMA 3.9	
																					467.3		TEJUNGA (Spur) 0.6	
66 P	8.46	5.24		12.45	8.32			f 5.49	5.40			f 10.19		9.03			8.16	7.20		f 6.55	467.9		ROSCOE 3.7	
PI	8.56	5.35	2.55PM	1.20	8.42	9.59PM	8.00PM	5.55	5.47	5.29PM	11.39AM	10.26	9.59AM	9.10	9.05AM	8.52AM	8.21	7.26	7.14AM	7.02	471.6		TO-R BURBANK JCT. 0.5	Double Track
130 PWY						10.00	8.01	s 5.57	5.48	s 5.30	11.40	s 10.28	s 10.00	9.11	9.06	8.54	8.22	7.27	7.15	s 7.03	472.1		BURBANK 2.2	
																					474.3		SEPULVEDA (Spur) 0.7	
																					475.0		WEST GLENDALE 2.1	
65 P						f 10.07	8.07	f 6.05	5.56	f 5.37	s 11.47AM	f 10.36	f 10.07	f 9.17	9.12	9.01	8.28	7.33	f 7.22	s 7.12	477.1		GLENDALE (Tropico) 0.2	
I																					477.3		Crossing P. E. Ry. 0.6	
																					477.9		INDUSTRIAL (Spur) 1.4	
																					479.3		TAYLOR (Spur) 2.5	
Yard BKYTWFP	9.25PM	6.00PM	4.15PM	1.55PM	9.10AM	10.20	8.20	s 6.20	6.10	s 5.50	12.01PM	s 10.50	s 10.20	9.30	9.25	9.15	8.40	7.45	7.35	s 7.28	481.8		TO-R RIVER STA. 0.7	
I						10.24	8.24	s 6.24	6.14	5.54	12.04	10.54	10.24	9.34	9.29	9.19	8.44	7.49	7.39	7.33	482.5		NAUD JCT. 1.2	
Yard BKYWTP						s 10.30PM	s 8.30PM	s 6.30PM	s 6.20PM	s 6.00PM	s 12.10PM	s 11.00AM	s 10.30AM	s 9.40AM	s 9.35AM	s 9.25AM	s 8.50AM	s 7.55AM	s 7.45AM	s 7.40AM	483.7		TO-R LOS ANGELES	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(33.1)	
	(2.15) 13.85	(2.30) 12.48	(1.20) 7.65	(3.15) 9.60	(2.00) 15.60	(0.31) 23.42	(0.30) 24.20	(1.20) 24.82	(1.17) 25.79	(0.31) 23.42	(0.31) 23.42	(1.24) 23.64	(0.31) 23.42	(1.15) 26.48	(0.30) 24.20	(0.33) 22.00	(1.10) 28.37	(1.10) 28.37	(0.31) 23.42	(1.30) 22.07			....Total Time Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL RECEIVE PASSENGERS		
Trains	At	Passengers to (or beyond)
102	Any Station	El Paso

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Trains	At	Passengers from (or beyond)
60	Saugus	Fresno
60	Burbank	For Coast Line points
110	Burbank	San Luis Obispo
78	Burbank	Any Station
50	San Fernando	Mojave
108	Any Station	West of Saugus

SANTA BARBARA SUBDIVISION.

WESTWARD

Time Table No. 142

August 19, 1923

Block Signals

Double Track

STATIONS	Distance from Los Angeles	FIRST CLASS															THIRD CLASS				
		35	71	77	107	31	37	17	25	59	33	73	75	109	101	49	263	323	243	251	265
		Los Angeles and Ojai Passenger	Daylight Limited	Shore Line Limited	Los Angeles and Fresno Express	Los Angeles SantaBarbara Passenger	Los Angeles Oxnard Passenger	Seashore Express	The Owl	The Sacramento	Los Angeles Santa Barbara Passenger	The Padre	The Lark	Sunset Express	Sunset Limited	The Tehachapi	Freight	Local Freight	Sunset Manifest Freight	Sunset Manifest Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SAUGUS 2.4	33.1	s 8.21AM			s 11.50AM		s 5.24PM		7.10PM	7.40PM				s 9.25PM		s 12.45AM	5.00AM	7.35AM		1.10PM	9.15PM
TO NEWHALL 0.7	30.7	s 8.14			11.45		s 5.18 5.10		7.06	7.34				9.20		f 12.40	4.53	7.25		12.45	9.10
ELAYON 0.7	30.0																				
WALTZ JUNC. 2.2	29.3																				
TO TUNNEL 2.6	27.1	7.58			11.32		f 4.59		6.55	7.20				9.08		12.28	4.35	7.01		12.20PM	8.50
SYLMAR 2.6	24.5						f														
TO-R SAN FERNANDO 0.7	21.9	s 7.49			s 11.21		s 4.50		6.45	7.06				s 8.57		s 12.17	4.15	6.41		11.59AM	8.20
JOKO (Spur) 0.9	21.2																				
PACOIMA 3.9	20.3	f 7.45			11.17		f 4.46		6.42	7.01				8.53		12.13	3.55	6.20		11.30	7.30
TEJUNGA (Spur) 0.6	16.4																				
ROSCOE 3.7	15.8	f 7.38			11.09		f 4.39		6.35	6.53				8.46		12.06AM	3.40	6.05		11.09	7.15
TO-R BURBANK JCT. 0.5	12.1	7.31	8.12AM	8.32AM	11.02	3.00PM	4.32	5.36PM	6.29	6.45	7.30PM	8.14PM	8.29PM	8.40	8.58PM	11.59PM	3.30	5.55	9.59AM	10.45	7.00
BURBANK 2.2	11.6	s 7.30	8.11	8.31	s 11.01	s 2.59	s 4.31	5.35	6.28	6.44	s 7.29	8.13	8.28	8.39	8.57	f 11.58					
SEPULVEDA (Spur) 0.7	9.4																				
WEST GLENDALE 2.1	8.7																				
GLENDALE (Tropico) 0.2	6.6	s 7.22	8.05	f 8.23	s 10.53	f 2.53	s 4.23	s 5.28	6.21	6.37	f 7.23	8.06	8.21	8.32	f 8.51	f 11.52					
CROSSING P. E. RY. 0.6	6.4																				
INDUSTRIAL (Spur) 1.4	5.8																				
TAYLOR (Spur) 2.5	4.4																				
TO-R RIVER STA. 0.7	1.9	s 7.10	7.55	8.10	s 10.40	s 2.40	s 4.10	5.15	6.10	6.25	s 7.10	7.55	8.10	8.20	8.40	11.40	3.00AM	5.25AM	9.15AM	10.00AM	6.30PM
NAUD JCT. 1.2	1.2	7.06	7.51	8.06	10.36	2.36	4.06	5.11	6.06	6.21	7.06	7.51	8.06	8.16	8.36	11.36					
TO-R LOS ANGELES	0.0	7.00AM	7.45AM	8.00AM	10.30AM	2.30PM	4.00PM	5.05PM	6.00PM	6.15PM	7.00PM	7.45PM	8.00PM	8.10PM	8.30PM	11.30PM					
(33.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	Leave Daily
Total Time..............................		(1.21)	(0.27)	(0.32)	(1.20)	(0.30)	(1.24)	(0.31)	(1.10)	(1.25)	(0.30)	(0.29)	(0.29)	(1.15)	(0.28)	(1.15)	(2.00)	(2.10)	(0.44)	(3.10)	(2.45)
Average speed per hour..................		24.51	26.81	22.68	24.82	24.20	23.64	23.42	28.37	23.36	24.20	25.04	25.04	26.48	25.93	26.48	15.60	14.40	13.90	9.85	11.34

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)	Train	At	Passengers to (or beyond)
77	Burbank	Santa Barbara	59	Burbank	Mojave
17	Burbank	West of Santa Barbara	25	Saugus	San Francisco
107	Newhall	West of Saugus	109	Glendale	Mojave
59	Saugus	Fresno	109	Burbank	Mojave
59	Glendale	Mojave			

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
109	Any Station	El Paso
101	Any Station	El Paso

LOS ANGELES SUBDIVISION.

EASTWARD

Time Table No. 142

August 19, 1923.

Capacity Sidings in Car Lengths	244	148	146	132	92	94	2	110	4	102	46	Distance from San Francisco	STATIONS		
	THIRD CLASS					SECOND CLASS	FIRST CLASS								
	Sunset Manifest Freight	Local Freight	Local Freight	Pasadena and Duarte Mixed	Los Angeles Manifest Freight	Freight	Californian	Sunset Express	Golden State Limited	Sunset Limited	Los Angeles Calexico Passenger				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard BKIYTWFP	7.15PM	5.10PM	6.50AM	6.00AM	2.00AM	8.30PM						481.8	TO-R RIVER STATION	1.9	Double Track
Yard BKYWTP							5.00PM	12.45PM	11.15AM	9.00AM	12.30AM	483.7	TO-R LOS ANGELES	1.2	
I							5.06	12.51	11.21	9.06	12.36	482.5	NAUD JCT.	0.4	
												482.4	MISSION JCT.	0.1	
I												482.5	CROSSING A. T. & S. F. RY.	0.1	
												482.6	CROSSING L. A. & S. L. RY.	2.0	
							5.17	1.03	11.32	9.17	12.47	484.6	AURANT	1.7	Block Signals
												486.3	MAIERS (Spur)	1.4	
E 67 W 70 P	7.38	5.45	7.32	6.25AM	2.25	8.55	5.23	f 1.09	11.39	9.23	f 12.53	487.7	TO SHORB	1.6	
52	7.43	5.50	7.39		2.29	8.59	5.26	1.12	11.42	9.26	12.56	489.3	ALHAMBRA	1.3	
60 P	7.48	5.55	7.42		2.33	9.02	5.28	f 1.14	11.44	9.28	12.58	490.6	SAN GABRIEL	2.6	
51 P	7.55	6.01	7.50		2.38	9.07	5.32	1.19	11.49	9.32	1.02	493.2	SAVANNA	1.4	
79 P	8.00	6.06	8.00		2.41	9.10	5.34	f 1.22	11.51	9.34	f 1.04	494.6	TO EL MONTE	0.4	
												495.0	CROSSING P. E. RY.	2.3	
96 PW	8.14	6.18	8.15		2.55	9.28	5.38	1.26	**11.56AM**	9.38	f 1.08	497.3	TO BASSETT	3.4	
86 P	8.28	**6.35**	8.30		3.05	9.35	5.43	f 1.33	12.02PM	9.43	f 1.13	500.7	TO PUENTE	1.7	
18												502.4	PUENTE OIL SIDING	1.1	
73 P	8.40	**6.59**	8.40		**3.13**	9.42	5.48	1.37	12.07	9.47	1.17	503:5	MARNE	3.3	
60 P	8.55	7.14	9.02		3.23	9.52	5.54	1.43	**12.16**	9.52	f 1.23	506.8	TO WALNUT	3.9	
75 P	9.11	7.28	9.25		**3.34**	10.03	6.01	1.50	12.23	9.59	f 1.30	510.7	SPADRA	3.6	
Yard WTP	9.30	8.15	**9.40** **10.30**		3.50	10.31	f **6.13**	s 1.59	12.32	**10.05**	s 1.39	514.3	TO POMONA	0.1	
												514.4	CROSSING P. E. RY.	3.4	
76 P	9.46	8.40	11.05		4.06	10.40	6.19	f 2.06	12.38	10.11	1.45	517.8	NAROD	2.4	
107 P	9.58	9.10	11.30		**4.25**	10.50	**6.27**	s 2.12	12.43	10.15	s **1.51**	520.2	TO ONTARIO	3.6	
73 PW	10.10	9.25	**11.46**		4.36	10.57	6.32	f 2.18	12.48	10.20	f 1.56	523.8	TO GUASTI	2.3	
												526.1	VIENTO (Spur)	1.4	
60 P	10.22	9.40	**11.59AM**		4.48	11.05	6.37	2.24	12.53	10.25	f 2.02	527.5	ETIWA	2.2	
60 PY	10.35	9.48	**12.56PM**		4.53	11.12	6.40	f 2.27	**12.56**	10.28	f 2.06	529.7	TO DECLEZ	2.4	
73 P	10.47	9.58	1.10		5.03	11.20	6.44	2.33	1.00	10.32	**2.11**	532.1	AILSA	2.5	
PI												534.6	CROSSING P. E. RY.	0.1	
94 P	11.00	10.13	1.25		5.13	11.27	6.48	f 2.40	1.04	10.36	f 2.17	534.7	TO BLOOMINGTON	4.0	
I												538.7	CROSSING A. T. & S. F. RY.	0.0	
												538.7	CROSSING L. A. & S. L. RY.	0.3	
Yard BKYWFTP	11.30PM	10.30PM	1.55PM		5.30AM	**11.40PM**	s 6.55PM	s 2.50PM	s 1.11PM	s 10.43AM	s 2.25AM	539.0	TO-R COLTON		
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(58.2)		
	(4.15) 13.69	(5.20) 10.72	(7.05) 8.07	(0.25) 14.16	(3.30) 16.34	(3.10) 18.06	(1.55) 30.36	(2.05) 27.93	(1.56) 30.10	(1.43) 33.90	(1.55) 30.36		.... Total Time .... Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Shorb apply at end of double track.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to or beyond
2	Any station	Yuma
4	Shorb, Pomona, Ontario	Yuma
4	Any station	El Paso
102	Any station	El Paso
110	Any station	Niland

WESTWARD

Time Table No. 142
August 19, 1923

Double Track

Block Signals

STATIONS	Distance from Colton	FIRST CLASS					THIRD CLASS			
		45	1	3	109	101	243	147	135	91
		Calexico and Los Angeles Passenger	Californian	Golden State Limited	Sunset Express	Sunset Limited	Sunset Manifest Freight	Local Freight	Pasadena and Duarte Mixed	Los Angeles Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
TO-R RIVER STATION	57.2						6.00AM	1.20PM	1.40PM	5.00AM
1.9										
TO-R LOS ANGELES	58.2	s 6.00AM	s 7.50AM	s 1.10PM	s 7.30PM	s 7.50PM				
1.2										
NAUD JCT.	57.0	5.54	7.44	1.04	7.24	7.44				
0.4										
MISSION JCT.	56.6									
0.1										
CROSSING A. T. & S. F. RY.	56.5									
0.1										
CROSSING L.A.& S.L. RY.	56.4									
2.0										
AURANT	54.4	5.43	7.33	12.52	7.12	7.33				
1.7										
MAIERS (Spur)	52.7									
1.4										
TO SHORB	51.3	f 5.37	7.27	**12.46**	s 7.05	7.27	5.25	**12.46**	1.00PM	4.20
1.6										
ALHAMBRA	49.7	f 5.30	7.23	12.43	6.58	7.23	5.17	12.29		4.15
1.3										
SAN GABRIEL	48.4	f 5.27	7.21	12.41	f 6.56	7.20	5.12	12.23		4.10
2.6										
SAVANNA	45.8	f 5.21	7.17	12.36	6.50	7.15	5.05	12.15		4.00
1.4										
TO EL MONTE	44.4	f 5.19	7.15	12.34	f 6.47	7.13	4.56	12.10PM		3.55
0.4										
CROSSING P. E. RY.	44.0									
2.3										
TO BASSETT	41.7	f 5.13	7.11	12.30	f 6.41	7.09	4.40	**11.56AM**		3.45
3.4										
TO PUENTE	38.3	f 5.07	7.06	12.25	f **6.35**	7.04	4.25	11.40		3.27
1.7										
PUENTE OIL SIDING	36.6									
1.1										
MARNE	35.5	5.01	7.02	12.21	6.30	**6.59**	4.10	11.20		**3.13**
3.3										
TO WALNUT	32.2	f 4.56	6.57	**12.16**	6.25	6.53	3.55	11.10		**2.58**
3.9										
SPADRA	28.3	f 4.49	6.51	12.09	6.19	6.47	**3.34**	10.52		**2.37**
3.6										
TO POMONA	24.7	f 4.43	6.45	12.03PM	s **6.13**	6.41	3.15	**10.30** **9.30**		2.17
0.1										
CROSSING P. E. RY.	24.6									
3.4										
NAROD	21.2	f 4.32	6.36	11.56AM	6.06	6.33	2.58	9.10		2.05
2.4										
TO ONTARIO	18.8	f **4.25**	6.30	11.52	s 6.02	**6.27**	2.46	8.45		**1.51**
3.6										
TO GUASTI	15.2	f 4.16	6.24	**11.46**	5.56	6.22	2.35	7.58		1.30
2.3										
VIENTO (Spur)	12.9									
1.4										
ETIWA	11.5	f 4.09	6.18	11.41	5.51	6.17	2.22	7.33		1.15
2.2										
TO DECLEZ	9.3	f 4.05	6.15	11.38	5.48	6.14	2.17	7.25		1.10
2.4										
AILSA	6.9	4.01	6.11	11.34	5.44	6.10	**2.11**	7.00		12.46
2.5										
CROSSING P. E. RY.	4.4									
0.1										
TO BLOOMINGTON	4.3	f 3.57	6.07	11.30	f 5.39	6.06	1.55	6.50		12.20AM
4.0										
CROSSING A. T. & S. F. RY.	0.3									
0.0										
CROSSING L.A.&S.L.RY.	0.3									
0.3										
TO-R COLTON	0.0	3.47AM	5.58AM	11.22AM	5.30PM	5.58PM	1.35AM	6.30AM		**11.40PM**
(58.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	**Leave Daily**	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
Total Time		(2.13)	(1.52)	(1.48)	(2.00)	(1.52)	(4.25)	(6.50)	(0.40)	(5.20)
Average speed per hour		26.26	31.18	32.33	29.10	31.18	13.11	9.80	8.85	10.72

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Shorb apply at end of double track.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
1	Any Station	El Paso
1	Ontario-Pomona-Shorb	Yuma
3	Any Station	El Paso
3	Ontario-Pomona-Shorb	Yuma
101	Any Station	El Paso
109	Any Station	Niland

EASTWARD

Time Table No. 142

August 19, 1923.

Capacity Sidings in Car Lengths	THIRD CLASS				SECOND CLASS	FIRST CLASS					Distance from San Francisco			STATIONS
	148	154	92	244	94	2	110	4	102	46				
	Local Freight	Local Freight	Los Angeles Manifest Freight	Sunset Manifest Freight	Freight	Californian	Sunset Express	Golden State Limited	Sunset Limited	Los Angeles Calexico Passenger				
	Leave Daily Ex. Sunday	Leave Mon. Wed. Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard BKYWFPT	11.45PM	8.40AM	6.00AM	12.01AM	2.00AM	7.00PM	2.55PM	1.16PM	10.48AM	2.30AM	539.0		TO-R	COLTON 0.0
											539.0	Block Signals		Crossing P. E. Ry. 3.6
81 P	11.55PM	8.52	6.18	12.12	2.13	7.06	f 3.01	**1.22**	10.54	f 2.36	542.6			LOMA LINDA 1.9
73 P	12.05AM	9.02	6.28	**12.25**	2.23	7.10	f 3.06	1.27	10.57	f 2.40	544.5		TO	REDLANDS JCT. 1.8
73 P		9.15	6.37	12.35	2.30	7.14	3.09	1.32	**11.04**	2.43	546.3			BROOKSIDE 2.8
E 73 W 73 P		9.32	6.50	12.50	2.43	7.22	3.17	1.40	11.11	f 2.51	549.1			ORDWAY 3.6
E 73 W 76 PW		10.00	7.30	1.15	**2.55** **3.10**	7.32	3.26	1.50	11.21	f **3.01**	552.7		TO	EL CASCO 2.7
77 P		10.15	7.50	1.28	3.22	7.39	3.33	1.56	11.27	3.07	555.4			HAIG 1.8
73 P		10.25	8.02	1.38	3.32	7.44	3.38	2.01	**11.31**	f 3.12	557.2			HINDA 2.5
73 P		**10.41**	8.12	1.50	3.45	7.51	3.46	2.08	11.38	3.19	559.7			NICKLIN 2.3
Yard WYFP		11.15	8.45	2.14	4.08	f 8.00	s 3.56	2.16	11.45	s 3.27	562.0		TO-R	BEAUMONT 3.5
82 P		11.29	9.02	**2.31**	4.20	8.06	4.02	2.23	11.51	3.33	565.5			PERSHING 2.7
123 P		**11.56AM**	9.15	2.53	4.30	f 8.12	s 4.09	2.28	**11.56AM**	s 3.39	568.2		TO	BANNING 3.3
73 P		12.12PM	**9.30**	3.03	**4.47**	8.17	**4.14**	2.33	12.01PM	3.44	571.5			OWL 2.6
E 73 W 73 PW		12.33	**10.07**	3.22	5.07	**8.21**	f 4.19	2.37	12.05	f 3.49	574.1		TO	CABAZON 2.1
77 P		12.40	10.24	3.30	5.15	8.25	4.24	2.41	12.09	3.53	576.2			MONS 2.4
68 P		12.50	10.32	3.38	5.23	8.29	**4.32**	2.45	12.13	3.57	578.6			FINGAL 4.0
E 69 W 77 PW		1.04	10.50	**3.53** **4.19**	5.37	8.35	f 4.39	2.51	12.19	f **4.03**	582.6		TO	WHITE WATER (Palm Springs Resort) 1.8
											584.4			White Water Gravel Pit (Spur) 1.0
73 P		1.15	11.00	4.29	5.47	8.40	4.44	2.56	12.24	f **4.08**	585.4			HUGO 2.7
E 74 W 75 PYW		1.35	11.25	4.48	6.06	**8.45**	f 4.50	3.01	12.29	f 4.14	588.1		TO	GARNET 3.5
74 P		1.44	11.38	5.00	6.16	8.51	4.56	3.06	12.34	4.19	591.6			SALVIA 3.5
76 P		1.53	11.50AM	5.12	6.25	8.57	5.03	**3.11**	12.39	4.26	595.1			RIMLON 3.9
73 P		2.13	12.10PM	5.32	6.45	9.02	f **5.10**	3.17	12.44	f 4.34	599.0		TO	EDOM 2.5
73 P		2.20	12.16	5.38	6.51	9.06	5.14	3.23	12.48	f 4.38	601.5			DRY CAMP 5.0
73 P		**2.49**	12.28	5.50	**7.03**	9.13	5.21	**3.31**	12.55	f 4.46	606.5			MYOMA 4.4
Yard BKWYFP		3.00PM	12.45PM	6.05AM	7.20AM	s 9.22PM	s 5.30PM	s 3.40PM	s 1.04PM	s 4.55AM	610.9		TO-R	INDIO
	Arrive Daily Ex. Mon.	Arrive Mon. Wed. Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(71.9)
	(0.20) 16.50	(6.20) 11.35	(6.45) 10.65	(6.04) 11.85	(5.20) 13.48	(2.22) 30.38	(2.35) 27.83	(2.24) 29.96	(2.16) 31.71	(2.25) 29.75				.... Total Time .... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or Beyond
2	Any Station	Phoenix
2	Any Station	El Paso
4	Any Station	El Paso
102	Any Station	El Paso
110	Any Station	Niland

WESTWARD

Time Table No. 142

August 19, 1923.

Block Signals: Loma Linda to Myoma

	STATIONS	Distance from Indio	FIRST CLASS					THIRD CLASS			
			45 Calexico Los Angeles Passenger	1 Californian	3 Golden State Limited	109 Sunset Express	101 Sunset Limited	155 Local Freight	149 Local Freight	91 Los Angeles Manifest Freight	243 Sunset Manifest Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
TO-R	COLTON 0.0	71.9	s 3.32AM	s 5.53AM	s 11.17AM	s 5.25PM	s 5.53PM	1.30PM	5.43PM	11.10PM	12.55AM
	CROSSING P. E. RY. 3.6	71.9									
	LOMA LINDA 1.9	68.3	f 3.24	5.47	11.11	f 5.19	5.47	**1.22**	5.32	10.53	12.40
TO	REDLANDS JCT. 1.8	66.4	f 3.20	5.44	11.08	f 5.14	5.44	1.05	5.25PM	10.42	**12.25**
	BROOKSIDE 2.8	64.6	3.15	5.41	**11.04**	5.10	5.41	12.55		10.36	12.15
	ORDWAY 3.6	61.8	f 3.09	5.36	10.59	5.04	5.36	12.45		10.26	12.05AM
TO	EL CASCO 2.7	58.2	f 3.01	5.30	10.53	4.58	5.30	12.20PM		10.04	11.43PM
	HAIG 1.8	55.5	2.55	5.25	10.48	4.53	5.25	11.57AM		9.44	11.34
	HINDA 2.5	53.7	f 2.51	5.22	10.45	4.50	5.22	**11.31**		9.38	11.27
	NICKLIN 2.3	51.2	2.46	5.18	**10.41**	4.46	5.18	11.05		9.29	11.18
TO-R	BEAUMONT 3.5	48.9	s 2.42	f 5.14	**10.37**	s 4.42	5.14	**10.37**		9.21	11.10
	PERSHING 2.7	45.4	**2.31**	5.06	10.30	4.32	5.07	10.02		9.01	10.50
TO	BANNING 3.3	42.7	s 2.23	f 4.58	10.23	s 4.25	5.00	9.50		8.49	10.38
	OWL 2.6	39.4	2.10	**4.47**	10.13	**4.14**	4.50	**9.30**		8.36	10.25
TO	CABAZON 2.1	36.8	f 2.02	4.41	**10.07**	f 4.07	4.44	9.15		**8.21**	10.10
	MONS 2.4	34.7	1.53	4.35	10.01	4.00	4.38	8.50		7.35	9.43
	FINGAL 4.0	32.3	1.45	4.29	9.55	3.54	**4.32**	8.42		7.25	9.35
TO	WHITE WATER (Palm Springs Resort) 1.8	28.3	f 1.35	**4.19**	9.45	f 3.44	4.22	8.25		7.04	9.15
	White Water Gravel Pit (Spur) 1.0	26.5									
	HUGO 2.7	25.5	f 1.25	**4.08**	9.34	3.36	4.10	8.14		6.38	9.00
TO	GARNET 3.5	22.8	s 1.17	4.00	9.27	f 3.28	4.02	8.00		6.18	**8.45**
	SALVIA 3.5	19.3	1.05	3.51	9.21	3.19	3.55	7.45		5.53	8.00
	RIMLON 3.9	15.8	12.56	3.44	9.15	**3.11**	3.48	7.31		5.38	7.45
TO	EDOM 2.5	11.9	f 12.47	3.38	9.10	f 3.01	3.42	7.21		**5.10**	7.32
	DRY CAMP 5.0	9.4	f 12.42	3.33	9.06	2.56	3.38	7.15		4.52	7.20
	MYOMA 4.4	4.4	f 12.35	3.26	8.59	**2.49**	**3.31**	**7.03**		4.38	6.56
TO-R	INDIO	0.0	12.26AM	3.17AM	8.50AM	2.40PM	3.22PM	6.40AM		4.20PM	6.35PM
	(71.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	Total Time		(3.06)	(2.36)	(2.27)	(2.45)	(2.31)	(6.50)	(0.18)	(6.50)	(6.20)
	Average Speed per hour		23.19	27.66	29.34	26.14	28.57	9.60	18.33	9.60	11.35

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
1	Any Station	El Paso
3	Any Station	El Paso
101	Any Station	El Paso
109	Any Station	Niland

INDIO SUBDIVISION.

EASTWARD

Time Table No. 142

August 19, 1923.

Capacity Sidings in Car Lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS					Distance from San Francisco		STATIONS		
	92 Los Angeles Manifest Freight	244 Sunset Manifest Freight	12 Inter-Cal. Passenger	14 S. D. & A. Passenger	94 Freight	2 Californian	110 Sunset Express	4 Golden State Limited	102 Sunset Limited	46 Los Angeles Calexico Passenger					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yard BKYWFP	**2.32PM**	6.50AM			8.10AM	9.27PM	5.40PM	3.45PM	1.09PM	5.05AM	610.9	TO-R	INDIO	3.5	
86 P	2.47	7.05			8.20	9.35	s 5.50	3.53	1.17	s 5.15	614.4	TO	COACHELLA	3.6	
61 P	**3.04**	7.12			**8.32**	9.40	s 5.58	3.58	1.22	s 5.22	618.0	TO	THERMAL	2.8	
										f	620.8		ARABIA (Spur)	3.3	
155 PW	3.15	7.30			8.43	9.48	s 6.09	4.07	**1.30**	s 5.33	624.1	TO	MECCA	4.7	
73 P	3.25	7.48			8.52	9.54	6.16	**4.14**	1.36	f 5.41	628.8		CALEB	4.5	
73 P	3.35	**8.12**			9.00	10.00	6.22	4.20	**1.42**	f 5.49	633.3		MORTMAR	4.5	
73	**3.45**	8.30			9.08	10.06	6.29	4.26	1.48	f 5.57	637.8	TO	SALTON	4.3	
73 P	4.00	8.50			9.22	10.13	6.36	4.33	1.55	f 6.05	642.1		DURMID	4.7	
74 P	4.10	9.05			9.32	10.19	6.43	4.40	2.01	f 6.13	646.8	TO	BERTRAM	4.3	
74 P	4.25	9.22			9.40	10.25	6.49	4.46	2.07	f 6.20	651.1		POPE	4.5	
74 P	4.36	**9.48**			**9.48**	**10.31**	6.55	4.53	**2.13**	f 6.27	655.6		FRINK	4.5	
74 P	4.47	10.10			9.56	10.37	7.02	4.59	**2.19**	f 6.34	660.1		WISTER	3.4	
75 P	**5.05**	**10.27**			10.02	10.43	7.08	**5.05**	2.24	f 6.41	663.5		MUNDO	4.0	
Yard BKYWFP	5.45	10.45			**10.20**	s 10.53	s 7.20PM	s 5.15	s 2.35	s 6.48AM	667.5	TO-R	NILAND	4.2	Block Signals
72 P	6.00	10.58			10.31	10.59	(Runs via Calexico.) (See page 14)	5.21	2.41		671.7		FLOWING WELL	2.7	
124 P	6.10	11.05			10.42	11.04		5.26	2.46		674.4		IRIS	4.1	
73 P	6.31	11.19			10.52	11.10		5.33	2.52		678.5		TORTUGA	4.9	
Y											683.4		AMOS WYE	1.2	
73 W	6.52	**11.48AM**			11.10	f 11.19		5.43	3.01		684.6	TO	AMOS	5.5	
77 P	7.07	12.14PM			**11.22**	11.27		5.52	3.08		690.1		ACOLITA	5.5	
74 P	7.32	12.30			11.33	11.34		6.00	3.15		695.6		MESQUITE	2.5	
73 P	7.51	12.40			11.40	f 11.38		6.05	3.18		698.1	TO	GLAMIS	4.9	
73 P	8.08	**1.03**			11.51AM	11.44		6.13	3.24		703.0		RUTHVEN	6.4	
73 P	8.31	1.28			12.03PM	11.52		6.22	3.33		709.4		DRYLYN	2.9	
73 P	8.40	1.37			12.08	11.56PM		6.27	3.37		712.3		CACTUS	4.3	
62 P	8.51	1.48			12.21	f 12.03AM		6.33	3.43		716.6	TO	OGILBY	6.1	
79 P	9.10	2.10			**12.37**	12.12		6.42	3.51		722.7		KNOB	3.4	
P	9.25	2.27	12.21PM	6.15PM	12.44	12.20	11.00PM	6.50	3.58		726.1	TO	ARAZ JUNCTION (No Siding)	0.9	
72 P	9.30	2.30	**12.28**	6.17	12.47	**12.26**	11.02	6.53	4.00		727.0		ARAZ	4.9	
37	9.45	2.43	12.34	6.24	12.57	12.34	11.09	7.00	4.06		731.9		COLORADO	0.8	
			s 12.38	s 6.28		s 12.40	s 11.20	s 7.05	s 4.13		732.7		YUMA (No Siding)	0.6	
Yard BKTYWF	10.00PM	3.00PM	s 12.45PM	s 6.33PM	1.10PM	s 12.46AM	s 11.25PM	s 7.10PM	s 4.20PM		733.3	TO-R	PATIO		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(122.4)		
	(7.28)	(8.10)	(0.24)	(0.18)	(5.00)	(3.19)	(5.45)	(3.25)	(3.11)	(1.43)			Total Time		
	16.39	14.91	18.00	30.46	24.48	36.80	31.10	35.80	37.92	32.97			Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction.

Trains, except First Class, moving from Yuma to Patio not pass Lead Switch near Second Street without signal from yard man.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or Beyond
2	Any Station	Phoenix
2	Any Station	El Paso
4	Any Station	El Paso
102	Any Station	El Paso
110	Any Station	Niland

INDIO SUBDIVISION.

WESTWARD

Time Table No. 142

August 19, 1923

	STATIONS		Distance from Patio	FIRST CLASS					SECOND CLASS	THIRD CLASS		
				1	3	109	101	45	13	91	243	11
				Californian	Golden State Limited	Sunset Express	Sunset Limited	Calexico Los Angeles Passenger	S. D. & A. Passenger	Los Angeles Manifest Freight	Sunset Manifest Freight	Inter. Cal. Passenger
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R	INDIO	3.5	122.4	s 3.12AM	s 8.45AM	s **2.32**PM	s 3.17PM	s 12.11AM		2.05PM	5.30PM	
TO	COACHELLA	3.6	118.9	3.04	8.37	s 2.23	3.09	s 12.03AM		1.55	5.10	
TO	THERMAL	2.8	115.3	2.59	**8.32**	f 2.10	**3.04**	s 11.48PM		1.45	4.55	
	ARABIA (Spur)	3.3	112.5									
TO	MECCA	4.7	109.2	2.51	8.24	s 2.00	2.56	s 11.34		**1.30**	4.35	
	CALEB	4.5	104.5	2.45	8.18	1.49	2.50	f 11.23		12.50	**4.14**	
	MORTMAR	4.5	100.0	2.39	**8.12**	**1.42**	2.44	f 11.14		12.27	3.59	
TO	SALTON	4.3	95.5	2.33	8.06	f 1.34	2.38	f 11.06		12.07PM	**3.45**	
	DURMID	4.7	91.2	2.26	7.59	1.26	2.31	f 10.57		11.49AM	3.30	
TO	BERTRAM	4.3	86.5	2.20	7.53	f 1.19	2.25	f 10.48		11.30	3.15	
	POPE	4.5	82.2	2.14	7.47	1.11	2.19	f 10.40		11.15	2.58	
	FRINK	4.5	77.7	2.08	7.41	1.04	**2.13**	f **10.31**		11.00	2.43	
	WISTER	3.4	73.2	2.02	7.35	f 12.57	**2.07**	f 10.22		10.49	**2.19** **1.57**	
	MUNDO	4.0	69.8	1.57	7.30	12.51	2.02	f 10.15		**10.27**	1.45	
TO-R Block Signals	NILAND	4.2	65.8	s 1.52	s 7.25	12.45PM	s 1.57	10.08PM		**10.20**	1.30	
	FLOWING WELL	2.7	61.6	1.43	7.15	(Runs via Calexico.) (See Page 14.)	1.43			9.35	12.50	
	IRIS	4.1	58.9	1.39	7.11		1.39			9.20	12.35	
	TORTUGA	4.9	54.8	1.34	7.06		1.34			9.00	12.10PM	
	AMOS WYE	1.2	49.9									
TO	AMOS	5.5	48.7	1.26	6.58		1.26			8.30	**11.48**AM	
	ACOLITA	5.5	43.2	1.19	6.51		1.19			8.10	**11.22**	
	MESQUITE	2.5	37.7	1.12	6.44		1.12			7.50	11.02	
TO	GLAMIS	4.9	35.2	f 1.09	6.41		1.09			7.40	10.57	
	RUTHVEN	6.4	30.3	1.03	6.35		**1.03**			7.25	10.47	
	DRYLYN	2.9	23.9	12.55	6.27		12.55			7.00	10.35	
	CACTUS	4.3	21.0	12.51	6.23		12.51			6.50	10.30	
TO	OGILBY	6.1	16.7	f 12.45	6.17		12.45			6.28	10.15	
	KNOB	3.4	10.6	12.36	**6.09**		**12.37**			**6.09**	9.59	
TO	ARAZ JUNCTION (No Siding)	0.9	7.2	12.29	6.02	9.15AM	12.30		s 6.13AM	5.34	9.29	s 2.18PM
	ARAZ	4.9	6.3	**12.26**	6.00	9.13	**12.28**		6.11	5.30	9.25	2.15
	COLORADO	0.8	1.4	12.19	5.54	f 9.06	12.22		6.04	5.10	9.10	2.05
	YUMA (No Siding)	0.6	0.6	s 12.15	s 5.50	s 9.02	s 12.18		s 6.00			s 2.00
TO—R	PATIO		0.0	12.07AM	5.40AM	8.55AM	12.10PM		5.50AM	5.00AM	9.00AM	1.50PM
	(122.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Total Time....................................			(3.05)	(3.05)	(5.37)	(3 07)	(2.03)	(0.23)	(9.05)	(8.30)	(0.28)
	Average speed per hour....................			39.65	39.65	31.99	39.25	27.60	18.79	13.47	14.40	15.43

Westward trains are superior to trains of the same class in the opposite direction.

Trains, except First Class, moving from Yuma to Patio not pass Lead Switch near Second Street without signal from yard man.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
1	Any Station	El Paso
3	Any Station	El Paso
101	Any Station	El Paso
109	Any Station	Niland

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	
1	Amos	Revenue Passengers Only

SANTA BARBARA SUBDIVISION.

EASTWARD		FIRST CLASS			Time Table No. 142 August 19, 1923		WESTWARD FIRST CLASS	
Capacity Sidings in Car Lengths		36 Ojai and Los Angeles Passenger Leave Daily	34 Oxnard and Los Angeles Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Saugus	35 Los Angeles and Ojai Passenger Arrive Daily	37 Los Angeles and Oxnard Passenger Arrive Daily
48	PY	3.30PM	8.00AM	403.2	TO-R	MONTALVO 4.4	45.5	s 9.51AM	s 6.54PM
64	P	s 3.38	s 8.08	407.6	TO	SATICOY 3.4	41.1	s 9.43	s 6.45
19				411.0		LIMCO 0.3	37.7		
37	P	f 3.44	f 8.15	411.3		HAINES 2.0	37.4	f 9.37	f 6.39
				413.3		TEPIC (Spur) 0.7	35.4		
15				414.0		BLANCHARDS 0.7	34.7		
51	PW	s 3.55	s 8.26	414.7	TO	SANTA PAULA 1.2	34.0	s 9.30	s 6.32
				415.9		KEVET (Spur) 5.3	32.8		
				421.2		KEITH (Spur) 0.6	27.5		
24	P	f 4.06	f 8.37	421.8		SESPE 1.1	26.9	f 9.19	f 6.21
		f	f	422.9		BROWNSTONE (Spur) 1.6	25.8	f	f
43	P	s 4.13	s 8.44	424.5	TO	FILLMORE 2.3	24.2	s 9.14	s 6.16
				426.8		WILSHIRE (Spur) 1.4	21.9		
37	P	f 4.20	f 8.51	428.2		CAVIN 1.0	20.5	f 9.06	f 6.08
				429.2		CATES (Spur) 0.7	19.5		
23		f 4.24	f 8.54	429.9		BUCKHORN 1.9	18.8	f 9.03	f 6.05
37	PW	s 4.31	s 8.59	431.8	TO	PIRU 2.5	16.9	s 8.59	f 6.01
23		f 4.38	f 9.06	434.3		CAMULOS 4.1	14.4	f 8.52	f 5.55
38	P	f 4.47	f 9.15	438.4		KEMP 2.6	10.3	f 8.43	f 5.46
		f	f	441.0		DEL VALLE (No Siding) 3.1	7.7	f	f
39	P	f 4.57	f 9.24	444.1		CASTAIC 1.1	4.6	f 8.34	f 5.37
19				445.2		OBERG 2.7	3.8		
23				447.9		PARDEE 0.8	0.8		
82	BKFWY	s 5.06PM	s 9.32AM	448.7	TO-R	SAUGUS	0.0	8.26AM	5.29PM
		Arrive Daily	Arrive Daily			(45.5)		Leave Daily	Leave Daily
		(1.36) 28.43	(1.32) 29.67			.... Total Time .... Average speed per hour		(1.25) 32.11	(1.25) 32.11

SANTA BARBARA SUBDIVISION.

EASTWARD SECOND CLASS			Time Table No. 142 August 19, 1923		WESTWARD SECOND CLASS
Capacity Sidings in Car Lengths	118 Mixed Leave Daily Ex. Sunday	Distance from San Francisco	STATIONS	Distance from Ventura Junc.	121 Mixed Arrive Daily Ex. Sunday
17 PWFT	12.45PM	412.3	TO-R OJAI 1.2	15.0	s 11.45AM
	f	411.1	MATILIJA (Spur) 2.2	13.8	f
	f	408.9	TICO (Spur) 2.1	11.6	f
10	f	406.8	OAKVIEW 1.7	9.5	f
	f	405.1	LACROSS (Spur) 2.2	7.8	f
	f	402.9	CANET 0.5	5.6	f
	f	402.4	WELDONS (Spur) 1.6	5.1	f
10	f	400.8	ORTONVILLE 0.5	3.5	f
	f	400.3	WADSTROM (Spur) 1.3	3.0	f
	f	399.0	CHRISMAN (Spur) 1.3	1.7	f
	f	397.7	MAIN STREET (Spur) 0.4	0.4	f
	s 2.10PM	397.3	R VENTURA JCT.	0.0	10.47AM
	Arrive Daily Ex. Sunday		(15.0)		Leave Daily Ex. Sunday
	(1.25) 10.58		.... Total Time .... Average speed per hour		(0.58) 15.51

All trains stop on signal at Foster Memorial Park.

SANTA BARBARA SUBDIVISION.

EASTWARD				Time Table No. 142 August 19, 1923		WESTWARD
Capacity Sidings in Car Lengths			Distance from San Francisco	STATIONS	Distance from Burbank	
E47 W53	PW		445.5	TO CHATSWORTH 3.6	21.3	
			449.1	Crossing P. E. Ry. 0.1	17.7	
37			449.2	TO OWENSMOUTH 4.2	17.6	
37			453.4	RESEDA 2.0	13.4	
33			455.4	ENCINO 3.0	11.4	
			458.4	Crossing P. E. Ry. 0.0	8.4	
39			458.4	TO VAN NUYS 1.5	8.4	
38			459.9	KESTER 1.3	6.9	
6			461.2	GARNSEY 1.6	5.6	
7			462.8	TO LANKERSHIM 1.1	4.0	
			463.9	LAPACO (Spur) 0.7	2.9	
			464.6	MACNEIL (Spur) 2.2	2.2	
130	WY		466.8	BURBANK	0.0	
				(21.3)		
				.... Total Time .... Average speed per hour		

Service by Extra Trains Only.

Westward trains are superior to trains of the same class in the opposite direction.

LOS ANGELES SUBDIVISION

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths	SECOND CLASS 132 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 142 August 19, 1923. STATIONS	Distance from Pasadena	THIRD CLASS 133 Local Freight Arrive Daily Ex. Sunday
East 67 West 70 P	6.40AM	487.7	TO-R SHORB 0.8	4.8	8.30AM
		488.5	NORTH SHORB CROSSING P. E. RY. 1.0	4.0	
I		489.5	CROSSING P. E. RY. 0.4	3.0	
		489.9	SO. PASADENA 0.7	2.6	
23		490.6	GARFIELD AVE. 0.6	1.9	
15		491.2	RAYMOND HOTEL 0.0	1.3	
		491.2	CROSSING A. T. & S. F. RY. 1.3	1.3	
Yard WP	7.05AM	492.5	TO-R PASADENA	0.0	8.10AM
	Arrive Daily Ex. Sunday		(4.8)		Leave Daily Ex. Sunday
	(0.25)		Total Time		(0.20)
	11.15		Average speed per hour		14.40

LOS ANGELES SUBDIVISION

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths	SECOND CLASS 134 ✓ Mixed Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 142 August 19, 1923. STATIONS	Distance from End of Track	THIRD CLASS 135 ✓ Mixed Arrive Daily Ex. Sunday
East 67 West 70 P	8.35AM	487.7	TO-R SHORB 1.0	14.0	s 1.00PM
		488.7	CROSSING P. E. RY. 0.8	13.0	
19	s 8.45	489.5	NORTH ALHAMBRA 0.6	12.2	s 12.50
18	f	490.1	EAST ALHAMBRA 1.6	11.6	f
41	f 8.55	491.7	SAN MARINO 1.2	10.0	f 12.35
		492.9	SUNNYSLOPE (Spur) 0.7	8.8	
8	f	493.6	CHAPMAN 1.3	8.1	f
		494.9	PARADA (Spur) 1.6	6.8	
20	s 9.25	496.5	ARCADIA 0.1	5.2	s 12.05PM
I		496.6	CROSSING A. T. & S. F. RY. 1.6	5.1	
52 W	s 9.40	498.2	TO MONROVIA 1.9	3.5	s 11.55AM
21 TW	s 9.50	500.1	TO-R DUARTE 1.5	1.6	s 11.35
		501.6	RIVAS 0.1	0.1	
59	10.00AM	501.7	END OF TRACK (14.0)	0.0	10.05AM
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday
	(1.25)		Total Time		(2.55)
	9.88		Average speed per hour		4.80

Westward trains are superior to trains of the same class in the opposite direction.

LOS ANGELES SUBDIVISION

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths	THIRD CLASS 144 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 142 August 19, 1923. STATIONS	Distance from Pomona	THIRD CLASS 145 Local Freight Arrive Daily Ex. Sunday
96 PW	11.00AM	497.3	TO-R BASSETT 3.6	17.8	10.15AM
34		500.9	BALDWIN PARK 0.1	14.2	
		501.0	CROSSING P. E. RY. 0.4	14.1	
28		501.4	ORUSHTON 0.3	13.7	
3		501.7	WITHAM 0.6	13.4	
33	11.30	502.3	IRWINDALE 0.7	12.8	9.40
		503.0	LATEEN (Spur) 1.1	12.1	
25	11.45AM	504.1	AZUSA AVENUE 1.0	11.0	9.20
Yard PW	12.15PM	505.1	TO COVINA 1.6	10.0	9.05
9		506.7	SAVOY 0.7	8.4	
27	12.40	507.4	CHARTER OAK 1.1	7.7	8.41
		508.5	R CRSG. P.E.RY. LONE HILL 1.0 (Staff System)	6.6	
38	12.55	509.5	SAN DIMAS 2.4 (Staff System)	5.6	8.32
57	1.30	511.9	LA VERNE 1.4 (Staff System)	3.2	8.20
		513.3	GANESHA JCT. (Staff System) 0.6	1.8	
		513.9	CROSSING P. E. RY. 0.6	1.2	
		514.5	CROSSING P. E. RY. 0.6	0.6	
Yard PTW	1.45PM	515.1	TO-R POMONA	0.0	8.00AM
	Arrive Daily Ex. Sunday		(17.8)		Leave Daily Ex. Sunday
	(2.45)		Total Time		(2.15)
	6.47		Average speed per hour		7.91

LOS ANGELES SUBDIVISION

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths	SECOND CLASS 138 Mixed Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 142 August 19, 1923. STATIONS	Distance from Ontario	SECOND CLASS 139 Mixed Arrive Daily Ex. Sunday
PTW	8.00AM	514.3	TO-R POMONA 1.1	10.8	10.20AM
I		515.4	CROSSING L. A. & S. L. RY. 0.3	9.7	
		515.7	CROSSING P. E. RY. 4.3	9.4	
Yard W	8.30	520.0	CHINO 2.4	5.1	9.50
		522.4	EUCLID AVENUE (Spur) 2.6	2.7	
I		525.0	CROSSING L. A. & S. L. RY. 0.1	0.1	
107 P	9.00AM	525.1	TO-R ONTARIO	0.0	9.20AM
	Arrive Daily Ex. Sunday		(10.8)		Leave Daily Ex. Sunday
	(1.00)		Total Time		(1.00)
	10.80		Average speed per hour		10.80

LOS ANGELES SUBDIVISION

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths	THIRD CLASS 152 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 142 August 19, 1923. STATIONS	Distance from Riverside	THIRD CLASS 153 Local Freight Arrive Daily Ex. Sunday
Yard BKWYFPT	4.30PM	539.0	TO-R COLTON (Block Signals) 2.2	7.2	6.15PM
		541.2	GRAND TERRACE (Spur) (Block Signals) 1.1	5.0	
98 P	4.50	542.3	HIGHGROVE (Block Signals) 1.0	3.9	5.50
24		543.3	ORANGE CENTER (Block Signals) 0.7	2.9	
I		544.0	CROSSING A. T. & S. F. RY. (Block Signals) 1.4	2.2	
	5.05	545.4	RIVERSIDE JCT. (Block Signals) 0.0	0.8	5.40
I		545.4	CROSSING L. A. & S. L. RY. (Block Signals) 0.8	0.8	
Yard P	5.15PM	546.2	R RIVERSIDE (Block Signals)	0.0	5.30PM
	Arrive Daily Ex. Sunday		(7.2)		Leave Daily Ex.Sunday
	(0.45)		Total Time		(0.45)
	9.60		Average speed per hour		9.60

LOS ANGELES SUBDIVISION

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths		Distance from San Francisco	Time Table No. 142 August 19, 1923. STATIONS	Distance from San Bernardino	
Yard BKWYFPT		539.0	TO-R COLTON (Block Signals) 3.0	3.2	
I		542.0	CROSSING A. T. & S. F. RY. (Block Signals) 0.2	0.2	
Yard WY		542.2	R SAN BERNARDINO (Block Signals)	0.0	
			(3.2)		
			Total Time		
			Average speed per hour		

Service by Extras Only

LOS ANGELES SUBDIVISION

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths	THIRD CLASS 148 Local Freight Leave Daily Ex. Monday	Distance from San Francisco	Time Table No. 142 August 19, 1923. STATIONS	Distance from Greenspot	THIRD CLASS 149 Local Freight Arrive Daily Ex. Sunday
73	12.10AM	544.5	TO-R REDLANDS JCT. 0.5	8.7	5.25PM
		545.0	MOTOR JCT. 2.8	8.2	
Yard W	12.25	547.8	REDLANDS 0.1	5.4	5.00
		547.9	CROSSING P. E. RY. 1.3	5.3	
		549.2	EASTBERNE (Spur) 0.7	4.0	
		549.9	WARNER (Spur) 0.6	3.3	
3		550.5	MENTONE 0.9	2.7	
Yard Y	12.50AM	551.4	R CRAFTON 1.8	1.8	4.15PM
		553.2	GREENSPOT (Spur)	0.0	
	Arrive Daily Ex. Monday		(8.7)		Leave Daily Ex. Sunday
	(0.40)		Total Time		(1.10)
	10.35		Average speed per hour		5.91

INDIO SUBDIVISION.

	EASTWARD								Time Table No. 142 August 19, 1923		WESTWARD					
	THIRD CLASS		FIRST CLASS								FIRST CLASS				THIRD CLASS	
Capacity sidings in car lengths	158 Local Freight	52 S. D. & A. Mixed	110 Sunset Express	14 S. D. & A. Passenger	48 San Diego Sunset	46 Los Angeles and Calexico Passenger	Distance from San Francisco		STATIONS	Distance from Calexico	13 S. D. & A. Passenger	109 Sunset Express	47 San Diego Sunset	45 Calexico and Los Angeles Passenger	159 Local Freight	51 S. D. & A. Mixed
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Sun. Tues. Thurs.	Leave Daily					Arrive Daily	Arrive Daily	Arrive Sun. Tues. Thurs.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard BKWYFP	6.00AM		7.25PM		2.35PM	6.55AM	667.5	TO-R	NILAND	41.0		s 12.40PM	s 2.15PM	s 10.03PM	2.30PM	
									4.5							
77 P	6.10		f 7.33		2.42	f 7.03	672.0		ESTELLE	36.5		f 12.29	**2.07**	f 9.55	**2.07**	
									3.7							
Yard PY	6.50		f 7.41		2.49	s 7.11	675.7	TO	CALIPATRIA	32.8		s 12.22	2.02	s 9.47	1.18	
									1.2							
77 P	6.55		f 7.44		2.52	f 7.13	676.9		BERNICE	31.6		f 12.16	2.00	f 9.40	12.50	
									4.1							
32 P	**7.20**		f 7.51		2.58	f **7.20**	681.0		ROCKWOOD	27.5		f 12.09	1.54	f 9.31	12.28	
									5.2							
Yard WP	8.45		s 8.05		3.07	s 7.36	686.2	TO	BRAWLEY	22.3		s **12.01PM**	1.47	s 9.22	**12.01PM**	
									1.8							
							688.0		MELON (Spur)	20.5						
									2.3							
82 P	9.00		f 8.12		3.13	f 7.43	690.3		GRAPE	18.2		f 11.50AM	1.40	f 8.57	10.35AM	
									5.3							
91 WP	**10.15**		s 8.25		3.22	s 7.56	695.6	TO	IMPERIAL	12.9		s 11.43	1.32	s 8.49	**10.15**	
									3.8							
Yard BKPY	**11.35**	7.05AM	s **8.40**	3.50PM	s 3.30PM	s **8.20**	699.4	TO-R	EL CENTRO	9.1	s **8.20AM**	s **11.35**	1.25PM	s **8.40**	9.50	9.45PM
									4.6							
78 P	11.45	7.17	s 8.50	f 4.03		s 8.30	704.0		HEBER	4.5	f 8.10	s 11.24		s 8.25	9.10	9.30
									4.5							
Yard BKWYFP	11.55AM	s 7.30AM	s 9.00PM	s 4.15PM		s 8.40AM	708.5	TO-R	CALEXICO	0.0	8.00AM	11.15AM		8.15PM	8.55AM	s 9.15PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. Tues. Thurs.	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Sun. Tues. Thurs.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(5.55) 6.93	(0.25) 21.84	(1.35) 25.89	(0.25) 21.84	(0.55) 34.80	(1.45) 23.42			..................Total Time .... Average speed per hour		(0.20) 27.30	(1.25) 28.94	(0.50) 38.28	(1.48) 22.77	(5.35) 7.34	(0.30) 18.20

No. 48 stops at any station to receive passengers for points on S. D. & A. or discharge passengers from No. 101.

No. 47 stops at any station to receive passengers for No. 102 or discharge passengers from S. D. & A. Ry. Nos. 45, 46, 109 and 110 stops on signal at Raymer's Camp, mile and one half mile east of Bernice.

INDIO SUBDIVISION

EASTWARD		Time Table No. 142 August 19, 1923		WESTWARD
Capacity sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Westmorland	
29	675.7	CALIPATRIA	12.6	
		4.9		
12	680.6	SHAMROCK	7.7	
		2.5		
22	683.1	FONDA	5.2	
		1.7		
	684.8	CASABA (Spur)	3.5	
		3.5		
16 Y	688.3	WESTMORLAND Spur	0.0	
		(12.6)		

Service performed by extras only.

INDIO SUBDIVISION

EASTWARD			Time Table No. 142 August 19, 1923		WESTWARD
Capacity sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Colorado	
	744.4	R	POTHOLES	12.2	
			0.6		
16	743.8		LAGUNA	11.6	
			4.2		
25	739.6		SELLEW	7.4	
			1.8		
	737.8		BARD (Spur)	5.6	
			3.3		
	734.5		RAWLINGS (Spur)	2.3	
			2.3		
37	732.2	R	COLORADO	0.0	
			(12.2)		

Service performed by extras only.

Westward trains are superior to trains of the same class in the opposite direction.

LOS ANGELES SUBDIVISION.

EASTWARD — THIRD CLASS | WESTWARD — THIRD CLASS

Capacity Sidings in Car Lengths.	142 Local Freight Leave Daily Ex. Sunday	140 Local Freight Leave Daily Ex. Sunday	124 Mixed Leave Wednesday Only	Distance from San Francisco		Time Table No. 142 August 19, 1923 STATIONS		Distance from Newport Beach	141 Local Freight Arrive Daily Ex. Sunday	143 Local Freight Arrive Daily Ex. Sunday
Yard BKIYTWFP	10.00PM	8.00PM		481.8	TO-R	RIVER STA. 1.9	Double Track	46.4	6.45PM	7.45PM
Yard BKYWTF	10.15	8.20		483.7	TO-R	LOS ANGELES 1.8		44.5	6.20	7.20
I				485.5		CROSSING P. E. RY. 0.9		42.7		
98				486.4		VERNONDALE 0.9		41.8		
I				487.3		CROSSING A. T. & S. F. RY. 0.2		40.9		
				487.5		CROSSING P. E. RY. 0.1		40.7		
				487.6		NADEAU 1.5		40.6		
53 YWP	10.50	9.00		489.1	TO-R	FLORENCE 1.0		39.1	5.42	6.50
19				490.1		ARDMORE 1.8		38.1		
I				491.9		CROSSING L. A. & S. L. RY. 0.2		36.3		
24	11.00	9.15		492.1		CUDAHY 1.1		36.1	5.18	6.30
10				493.2		VINVALE 1.8		35.0		
21	11.15	9.45		495.0	TO	DOWNEY 2.4		33.2	5.10	6.15
17 P	11.20	10.00PM		497.4	R	STUDEBAKER 1.7		30.8	5.00PM	5.58
39	11.35			499.1	TO	NORWALK 2.1		29.1		5.45
20	11.45PM			501.2		CARMENITA 2.2		27.0		5.35
				503.4		LINEA (Spur) 1.0		24.8		
76	12.05AM			504.4	TO	BUENA PARK 1.0		23.8		5.25
32	12.10			505.4		ALMOND 1.7		22.8		5.15
15	12.15			507.1		BROOKHURST 1.9		21.1		4.55
24 WY	12.40			509.0	TO-R	WEST ANAHEIM		19.2		4.40
24 WY			9.45AM	509.0	TO-R	WEST ANAHEIM 0.8		18.4		
				509.8		DREYFUS (Spur) 1.2		17.6		
29			9.55	511.0		MIRAFLORES 1.1		16.4		
			10.05AM	512.1	R	WEST ANAHEIM JCT.		15.3		
24 WY	12.40			509.0	TO-R	WEST ANAHEIM 1.2		19.2		4.40
39	1.00			510.2		ANAHEIM 1.7		18.0		4.25
30 P	1.05			511.9	R	TUSTIN JCT. 1.0		16.3		4.00
	1.10			512.9		WEST ANAHEIM JCT. 1.7		15.3		3.50
19	1.15			514.6		WEST ORANGE 1.0		13.6		3.40
				515.6		CROSSING P. E. RY. 1.4		12.6		
Yard BKWYFP	1.30AM			517.0	TO-R	SANTA ANA 0.1		11.2		3.30PM
				517.1		CROSSING S. A. & N. RY. 2.3		11.1		
63				519.4		DYER 2.7		8.8		
				522.1		PAULARINO (Spur) 2.4		6.1		
				524.5		THURIN 1.2		3.7		
17				525.7		COSTA MESA 1.5		2.5		
				527.2		BRANAGAN (Spur) 0.8		1.0		
				528.0		CROSSING P. E. RY. 0.2		0.2		
Yard WY				528.2	TO-R	NEWPORT BEACH		0.0		
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Wednesday Only			(46.4)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.30)	(2.00)	(0.20)			Total Time			(1.45)	(4.15)
	10.05	7.63	9.30			Average speed per hour			8.91	8.28

Westward trains are superior to trains of the same class in the opposite direction.

LOS ANGELES SUBDIVISION.

Capacity Sidings in Car Lengths		EASTWARD THIRD CLASS 140 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 142 August 19, 1923 STATIONS	Distance from Whittier	WESTWARD THIRD CLASS 141 Local Freight Arrive Daily Ex. Sunday
17	P	10.00PM	497.4	R	STUDEBAKER	5.9	5.00PM
					2.1		
23			499.5		FULTON WELLS	3.8	
					1.1		
15			500.6		LOS NIETOS	2.7	
					0.0		
	I		500.6		CROSSING A. T. & S. F. RY.	2.7	
					0.4		
			501.0		CROSSING P. E. RY.	2.3	
					1.2		
39			502.2		EVERGREEN STREET	1.0	
					0.9		
			503.1		CROSSING P. E. RY.	0.1	
					0.1		
27	TW	10.30PM	503.2	TO-R	WHITTIER	0.0	4.00PM
		Arrive Daily Ex. Sunday			(5.9)		Leave Daily Ex. Sunday
		(0.30)			Total Time		(1 00)
		11.80			Average speed per hour		5 90

LOS ANGELES SUBDIVISION.

Capacity Sidings in Car Lengths		EASTWARD	Distance from San Francisco		Time Table No. 142 August 19, 1923 STATIONS	Distance from Tustin	WESTWARD
30			511.9	R	TUSTIN JCT.	10.5	
					0.5		
	I		512.4		CROSSING A. T. & S. F. RY.	10.0	
					0.3		
			512.7		GRATTO	9.7	
					1.8		
21			514.5		MARLBORO	7.9	
					0.2		
			514.7		CROSSING A. T. & S. F. RY.	7.7	
					2.0		
10			516.7		VILLA PARK	5.7	
					1.7		
20			518.4		MC PHERSON	4.0	
					1.0		
18			519.4		EL MODENA	3.0	
					3.0		
26	WT		522.4	R	TUSTIN	0.0	
					(10.5)		

Service by Extras Only

LOS ANGELES SUBDIVISION.

Capacity Sidings in Car Lengths		EASTWARD	Distance from San Francisco		Time Table No. 142 August 19, 1923 STATIONS		Distance from Los Alamitos	WESTWARD
	YWP		509.0	TO-R	WEST ANAHEIM		9.4	
					1.3			
			510.3		NEFF	(Spur)	8.1	
					1.0			
8			511.3		NUTWOOD		7.1	
					2.3			
33			513.6		STANTON		4.8	
					0.4			
			514.0		CROSSING P. E. RY.		4.4	
					0.1			
	YP		514.1	R	STANTON JUNCTION		4.3	
					4.3			
Yard	W		518.4	TO-R	LOS ALAMITOS		0.0	
					(9.4)			

Service by extras only

LOS ANGELES SUBDIVISION.

Capacity Sidings in Car Lengths		EASTWARD	Distance from San Francisco		Time Table No. 142 August 19, 1923 STATIONS		Distance from Newport Beach	WESTWARD
	PY		514.1		STANTON JUNCTION		15.8	
					3.3			
50	W		517.4		WESTMINSTER		12.5	
					1.5			
			518.9		SUGAR		11.0	
					0.6			
27			519.5		SMELTZER		10.4	
					1.0			
			520.5		WINTERSBURG		9.4	
					1.4			
9			521.9		WIEBLING		8.0	
					0.5			
31			522.4	TO-R	LA BOLSA	Staff	7.5	
					0.4			
29			522.8		WESTFALL		7.1	
					0.5			
23			523.3		NEWLAND		6.6	
					1.1			
14	P		524.4		HUNTINGTON BEACH		5.5	
					0.2			
			524.6		CROSSING P. E. RY.		5.3	
					0.8			
			525.4		GAMEWELL (No Siding)		4.5	
					4.3			
			529.7		CROSSING P. E. RY.		0.2	
					0.2			
Yard	PWY		529.9	TO-R	NEWPORT BEACH		0.0	
					(15.8)			

Service by extras only

Westward trains are superior to trains of the same class in the opposite direction.
Light system between Gamewell and Newport Beach over two sections of Pacific Electric track (see special rule).

EASTWARD

Time Table No. 142

August 19, 1923

WESTWARD

Capacity Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Point Firmin
53 YWP	489.1	TO-R FLORENCE	18.9
		1.2	
30	490.3	TWEEDY	17.7
		1.0	
	491.3	CROSSING P. E. RY.	16.7
		0.5	
25	491.8	LYNWOOD	16.2
		2.3	
61	494.1	COMPTON	13.9
		2.1	
I	496.2	CROSSING P. E. RY.	11.8
		1.5	
74	497.7	ELFTMAN	10.3
		0.7	
	498.4	DOLORES (Spur)	9.6
		1.6	
	500.0	WATSON (Spur)	8.0
		1.4	
60 Y	501.4	THENARD	6.6
		0.5	
	501.9	CROSSING P. E. RY.	6.1
		0.2	
32	502.1	BLINNVILLE	5.9
		0.8	
I	502.9	WILMINGTON	5.1
		1.6	
Yard BFWP	504.5	DRAWBRIDGE	3.5
		1.0	
	505.5	TO-R SAN PEDRO	2.5
		0.9	
	506.4	CENTER STREET	1.6
		1.6	
	508.0	POINT FIRMIN	0.0
		(18.9)	

EASTWARD

Time Table No. 142

August 19, 1923

WESTWARD

Capacity Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from End of Track
60 Y	501.4	THENARD	2.7
		1.0	
	502.4	CROSSING P. E. RY.	1.7
		0.2	
	502.6	MEAD (Spur)	1.5
		0.3	
	502.9	GASPUR (Spur)	1.2
		0.6	
	503.5	LONG BEACH	0.6
		0.1	
	503.6	CROSSING P. E. RY.	0.5
		0.5	
	504.1	END OF TRACK	0.0
		(2.7)	

Service by extra trains only.

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated watch inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco.

Los Angeles	Newton Moore, 301 O. T. Johnson Bldg. Geo. D. Davidson Co., 445 S. Spring St. O. H. Patzer, 2420 No. Broadway
Whittier	Cole Bros.
Santa Ana	Smith & Bishop
Oxnard	Baker & Davis
Santa Barbara	I. F. Bitterly Co.
San Pedro	C. E Perham
Pasadena	J. Herbert Hall & Co.
Pomona	C. C. Zilles
Colton	E. W. Cosgrove
Redlands	F. B. King
Yuma	Wm. Baird
Anaheim	Dutton Jewelry Co.
San Fernando	H. E. Fox, Jr.
Ventura	R. W. Cummings
Brawley	E. J. McEvoy
El Centro	Smith & Slocum
Fillmore	W. M. Everett
San Bernardino	W. A. Manson
Riverside	F. S. Fisher
Calexico	Seiglitz Company

RULE 3. Standard clock at Los Angeles roundhouse enginemen will compare time and register before leaving.

Standard clock located at Santa Barbara yard office.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 17 and S19. Display headlight and marker lights while passing through Tunnels 25 and 26.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Beaumont is register station only for trains originating. Regular trains will register by form 2642 at that point for information of such trains.

At the following stations only trains originating and terminating will register:

Ventura.
Oxnard.
San Fernando.
Los Angeles.

At the following stations only the trains indicated will register:

Ventura Jct	Nos. 121, 118
Montalvo	Nos. 39, 38
Redlands Jct	Nos. 149, 148

RULE 83 (B). First-class trains register by ticket (Form 2642) at Burbank Jct., River Station and Colton.

SANTA BARBARA

The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or enginemen change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14-K must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First-class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the yard office.

RULE 83 (D). Trains must obtain clearance card before leaving:

Niland Colton	All trains.
Saugus	Trains to and from Santa Paula line.
Burbank Jct.	Trains to and from Saugus line.
Redlands Jct. Redlands	Nos. 148 and 149 when such station is open train-order office.
Duarte	Nos. 134 and 135 when such station is open train-order office.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

SANTA BARBARA
OXNARD
LOS ANGELES
SAN PEDRO
PASADENA
POMONA
COVINA
CHINO
COLTON
BEAUMONT
INDIO
NILAND
CALIPATRIA
BRAWLEY
EL CENTRO
CALEXICO

In order to clear up any misunderstanding existing with reference to division of work at Los Angeles in connection with securing trains on arrival, the following will obtain:

(A) On trains arriving from Shorb or Florence, brakeman will cut off engine, except when the length of the train exceeds the track, in such case the brakeman will make the cut to clear the adjoining tracks; after the cut is made switchman will signal the engineman as to further movements and will secure the head portion of the train after doubling over—the rear and swing brakemen will set sufficient number of brakes on rear end of train to properly secure same.

(B) On westward trains pulling into the Midway swing brakeman will make the cut at Midway links and will tie down that portion of the train above such links; switchman will double over the head portion, tie down such portion and cut off the engine. On trains arriving in Yard "A" brakeman will set a sufficient number of brakes on the rear end of the train to properly secure same and cut engine off.

RULE D 97 (A). On double track, trains may run extra, moving with the current of traffic, without running orders; between:

Burbank Jct., Shorb and Florence.
Santa Barbara and East Santa Barbara.

RULE 98. The normal position of switches at junctions will be as follows:

Montalvo	For Santa Barbara—Oxnard main track.
Stanton Jct.	West switch of wye for Smeltzer line.
Ontario	Chino line switch on siding for siding.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

Los Angeles Ry., on Second St., Los Angeles, Davies Spur, STOP.
Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur, STOP.
Los Angeles Ry., on Mateo St., East end coach yard, STOP.
Pacific Electric Ry., first crossing one-half mile west of Wilmington unless clear view and crossing seen to be unobstructed—STOP.
Pacific Electric Ry., one mile east of Thenard, Long Beach line, STOP.
Pacific Electric Ry., Griffith Lumber Spur, Santa Ana, STOP.
Pacific Electric Ry., one-tenth mile east Baldwin Park, STOP.
Santa Fe Ry., 0.3 mile east of Marlboro, STOP.
Salt Lake Ry., old Chino line, Ontario, STOP.

RULE 221. That portion reading: "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 820. Enginemen who have had less than 610 days' actual experience as enginemen in freight service and less than 60 days' experience on the division must not be used in passenger service.

When enginemen with less than 610 days experience and less than 60 days' service as enginemen on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 873. Swing brakemen will ride on top near middle of train as follows:

Eastward	Los Angeles to Bassett. Bloomington to Colton. Beaumont to Indio. Knob to Yuma.
Westward	Beaumont to Colton. Pomona to Puente. Shorb to Los Angeles.

RULE 876. Standing air-brake test must be made at:

Beaumont.—All trains except passenger trains on which air-brake hose have not been separated.

AUTOMATIC BLOCK SYSTEM

Automatic block signals in addition to those shown in brackets on schedule pages are in operation between River Station and Naud Junction on eastward track, and between College St. and River Station on westward track; between Mission Junction and Naud Junction on westward track only; between River Station and Mission Junction; on Covina Line one mile west of Pomona governing eastward trains.

Overlaps affecting eastward trains—Shorb, Alhambra, San Gabriel and Savanna. Trains in direction indicated holding main track against opposing trains must not pass post marking overlap of adjoining block, and switch must not be opened to head in opposing trains into siding until it is known that expected train has passed signal at opposite end of block.

Block signal lay out at Haig, Nicklin, Pershing and Mons is so arranged that by opening switch main track or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track for meet, do not open switches until approaching train has passed the signal intermediate between stations.

Rule 519 applies to following signals:

4714 and 4626.—Burbank Junction Tower.
4773 and 4774.—Glendale Tower.
4878 and 4879.—Shorb.

Distant switch signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at "caution" by open switch or train on main track between signal and switch or by train fouling main track.

Automatic block signals—3985 Ventura—4026 Montalvo—4500 and 4513 Saugus—5139, 5140, 5145 and 5146 Pomona—5196 and 5209 Ontario—5399 and 5396 Colton—5440 Redlands Junction for trains going to Redlands Line—5614 Beaumont—6100, 6110, 6111, 6115, 6116, 6121 Indio—6668, 6672, 6673, 6676, 6677, 6681 Niland, governing movement of trains entering yards are minute signals. If signals are stop position wait one minute, then proceed with caution, not exceeding 6 miles per hour.

Short arm on signal 5629 east end Beaumont siding governs trains entering siding. If arm does not clear when switch thrown train may proceed under flag through siding.

INTERLOCKING

For any movement against the current of traffic give one long and one short sound of steam whistle. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give one short followed by one long sound of steam whistle for the information of towerman.

Switch at end of double track Shorb electrically controlled and operated from telegraph office. Crossover switches west of double track switch between the two main tracks, and westward main track and middle track electrically lock when an approaching westward train enters the block. Switching movements through these crossovers can be made only by leaving train east of westward home signal at end of double track.

When fixed signals at end of double track Shorb are inoperative, be governed by Rules 628 and 663.

MAIN TRACK

Raymer Tower.—Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

Burbank Junction Tower.—Three-arm home signal is located five hundred (500) feet East of Tower on Westward main track and top arm covers movement straight through on Westward main track to Saugus. Second arm governs movements through crossover to Coast Line. Lower arm governs movement to east end of siding.

Westward trains approaching Interlocking Plant give one long sound (———) of whistle for top arm, one long and four short (——— o o o o) sounds of whistle for second arm and five short (o o o o o) sounds of whistle for movement to and from east end of siding.

Three-arm home and distant signal is located eight hundred (800) feet west of Tower on Coast main track and top arm governs movement through on Eastward main track. Lower arm governs movement through crossover to Westward main track against current of traffic.

Eastward trains approaching Interlocking Plant from Coast Line give one long sound (———) of whistle for movement straight through Eastward main track and one long and one short sound (——— o) of whistle for lower arm.

Three-arm home and distant signal is located five hundred feet west of Tower on Saugus line and top arm governs movement through crossover to Eastward main track. Lower arm governs movement to Westward main track against current of traffic.

Eastward train approaching Interlocking Plant from Saugus give one long (———) sound of whistle for top arm and one long and one short (——— o) sound of whistle for lower arm.

Dwarf signal located five hundred feet east of Tower on Eastward main track governs movements against current of traffic. Give one long and one short (——— o) sound of whistle for this signal.

Glendale Tower.—Crossing of Pacific Electric Railway, 0.2 mile east of Glendale (Tropico).

El Monte Tower.—Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding, five short.

Bloomington Tower.—Crossing Pacific Electric Railway at Bloomington. To and from east end siding, five short. For house track or packing house spur, two long and one short.

Colton Tower.—Crossing of A. T. & S. F. Railway, west end Colton yard. Eastward trains for coach track, five short; for No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, one short and two long.

SAN BERNARDINO-RIVERSIDE LINE

E Street Tower.—Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long and one short; for house track, two long and one short. For P. E. track one long and four short.

Highgrove Tower.—Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

Riverside Tower.—Crossing of L. A. & S. L. Ry., at Riverside Junction. To Riverside freight yard one long and four short. From or to L. A. & S. L. Ry. one long and one short.

SANTA ANA LINE

Cudahy Tower.—Crossing L. A. & S. L. Ry. at Cudahy.

SAN PEDRO LINE

Nadeau Tower.—Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

Dominguez Tower.—Crossing Pacific Electric Railway 1.5 miles west of Elftman.

San Pedro Drawbridge Tower.—Governing movement of trains over drawbridge one mile west of San Pedro.

WHITTIER LINE

Los Nietos Tower.—Crossing A. T. & S. F. Ry. at Los Nietos. For siding, five short.

TUSTIN LINE

Anaheim Tower.—Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.

PASADENA LINE

Marengo Tower.—Crossing of Pacific Electric Railway on Pasadena Branch, 0.2 mile west of South Pasadena.

DUARTE LINE

Arcadia Tower.—Crossing A. T. & S. F. Ry. 1 mile east of Arcadia.

CHINO LINE

Pomona Jct. Tower.—Crossing L. A. & S. L. Ry., 1.1 miles east of Pomona. For Packing House Track, one long and four short.

Ontario Tower.—Crossing L. A. & S. L. Ry., 0.2 mile west of Ontario.

LOS ANGELES YARD

Mission Tower.—Crossing A. T. & S. F. and L. A. & S. L. Railways, 1.9 miles east of Los Angeles, or 0.7 mile east of River Station.

Main Track to Passenger Station, one long.
Main Track east, one long.
To River Station, one long, four short.
To Roundhouse, one long, four short.
To Brewery Spur, two long, one short.
To Salt Lake Transfer, four short, one long.
To Outbound Roundhouse Track, one long, one short, one long.
To Pacific Coast Packing Co., one long, one short, one long.
To Pressed Brick Spur, two short, one long, one short.
To Barber Asphalt, one short, one long, one short.
To Lacy Manufacturing Co., two long, one short.

All movements against the current of traffic, one long, one short, except to River Station against the current of traffic, five short.

River Station Tower.—One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

Naud Junction Tower.—Trains running via Mission Junction, four short.

Clement Junction Tower Crossing P. E. Ry.—To go on Pacific Electric transfer or to Hammond Lumber Co., one long and four short; on Tenoni spur, one long, one short, one long.

MISCELLANEOUS

1. Engines turning on Oxnard wye must move with caution; trains of the Ventura County Railway have preference.

2. That portion of Santa Paula line at Saugus between cross-over switches west of station and east of water tank will be used as siding by first-class trains only.

3. Trains to and from Santa Paula line enter and leave main track through switch just east of water tank Saugus.

4. Eastward freight trains entering River station yard stop clear of east lead to new classification yard and proceed only on signal from switch tender.

5. With the exception of those noted below, switches on Alameda St. are unsafe for operation of road engine on account of excessive curvature:

San Fernando St.: Crossover at College St.
Alameda St.:
- Eastbound conn. at Naud Jct.
- Westbound conn. at Naud Jct.
- West leg wye conn. 7th and Alameda Coach Yd.
- East leg wye conn. 7th and Alameda Coach Yd.
- Crossover from west to eastbound at west side of 8th St.
- Crossover at Washington St. from eastbound to westbound, leading to Salt Lake conn.
- Salt Lake conn. at Washington St. near Clement Jct.

6. West end Covina line, Bassett, will end at Covina main track derailing switch near water tank.

7. That portion of Chino main track between the initial switch at Pomona Jct. and Pomona Depot will be used as a siding.

8. First-class trains, meeting at Pomona, will use cross-overs just east and west of station to enter and leave siding. Freight trains at Pomona, when first-class trains meet there, will keep these cross-overs, and track between them, clear.

9. Trains to and from Chino enter and leave main track through switch just east of station, Ontario.

10. At Colton, when taking siding, initial switch for eastward first-class trains will be just east of Santa Fe crossing, and for other eastward trains, switch just east of 9th Street leading into train yard.

Eastward inferior train, using main track between Santa Fe Crossing and switch leading into train yard, must do so only under protection against superior train.

11. Hayes derailer has been installed in back storage track Beaumont, 300 feet west of east switch. Helper crews eating at Beaumont, will leave their engine between these switches and line derailing switch to derail before absenting themselves from engine.

Normal position of derailing switch will be "Not to derail." Switch to be left in that position when track not occupied by engines.

12. Trains taking siding at Whitewater will keep to the right, westward trains using first track from main track and eastward trains second track from main track. Inside switches at approaching end of siding must be left lined accordingly.

13. When first-class trains meet at Indio westward train hold main track. Eastward train take siding through cross-over just west of station.

14. Trains to and from Niland-Calexico line will enter and leave the main track through switch just west of passenger station, Niland.

15. Westward freight trains having work to do at Niland other than take water and fill water car, will take siding so as to permit of prompt departure of eastward freight trains that may be at Niland awaiting arrival of the westward train.

16. Between Colorado River Bridge and Fourth Street, Patio, use of engine whistle is prohibited except in emergency, and answering air signal when testing brakes.

17. Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats, outfit cars, etc., not allowed.

18. Helpers in freight trains should be placed in such position that not more than half, and not to exceed two-thirds, of the tonnage rating for the helper engines is behind the helper power. When necessary to place wooden frame cars ahead of the helper in order to equalize tonnage, two steel underframe cars should be placed immediately ahead of the helper to act as buffer, especially when heavy type engines are used as helper.

19. Switching movement from spurs on heavy grades should be accomplished in a manner to make impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on a grade where such siding is unprotected by a derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. When necessary to move cars ahead of engine, do not exceed 20 miles per hour. Whenever possible, when switching on heavy grades, engine should be kept on downhill side of cars being handled, or such switching moves be made against a derailer.

20. Under no circumstances will engines, or engines with cars, be coupled to a train while same is in motion.

21. Helpers must not be cut off or coupled on while train is in motion. Train must not be split ahead of helpers while train is in motion letting rear portion of train trail leading portion to point where helper is to be cut out; the only exception to this rule being where yard engine cuts off from westward trains west of Colton.

22. Cars must not be cut off while in motion at Redlands and Crafton.

23. Trains must be preceded by flagman over the following street crossings:

Orange Street, Redlands.
Foothill Boulevard, just east of Duarte Station.
Los Angeles Street, Anaheim.
Mission Road, Edison Plant, Shorb.

24. Train and switching movements over Seventh and Eighth Streets, also Orange Avenue, Riverside, must be made only after flagman has taken position on crossing.

25. A portion of spur located one-half mile west of Compton to serve the Los Angeles County has been enclosed with a high board fence. All cars for this concern are to be spotted outside of the fence and it is not desirable for engines to go inside of same.

26. All trains, engines and motor cars approaching grade crossing at north end of Pier No. 1 at San Pedro must come to a stop and give warning before proceeding.

27. Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles in either direction, will consider such movements via the main track, and not via Chino, Covina or Van Nuys unless order so states.

28. When necessary for trackmen to place protection flags or lights on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, such flags or lights will be placed on the east side of the S. P. track and Pacific Electric will place their signals on west side of Pacific Electric track. This is to avoid signals between the tracks, confusing employees both lines.

STAFF SYSTEM

Covina Line.—Between Lone Hill, San Dimas, La Verne and Ganesha Junction.

Smeltzer Line.—Between Huntington Beach and La Bolsa.

Possession of staff is authority for train to proceed to next staff.

Trains unable to secure staff from staff machine will, after waiting 5 minutes, send flagman ahead and after waiting 5 additional minutes, follow flagman to next staff machine. Failure of staff machine to be reported to Chief Dispatcher from first open telegraph station.

LIGHT SYSTEM

Between Gamewell and Newport over two sections of P. E. track Southern Pacific trains and Pacific Electric trains will operate jointly. These locations are between 1,588 feet east of mile post 527 and 3,940 feet east of mile post 527 and between mile post 526 and 2,000 feet west of mile post 526. Operation over this joint track is controlled by a manually operated light signal system.

Normal indication of light-circuit signals is dark.

Before entering single track protected by double light-circuit signals, conductor will operate switch in switch box on right side in the direction train is moving. Should a green or red light be burning, switch must not be operated, as this indicates block is occupied.

When switch is operated, a green light appears in the box, a green light on pole for motorman to see, a green light at intermediate signal, a red light at opposing end of block. If red and green lights appear in the box and on the pole it indicates that switches have been thrown at both ends simultaneously. The outbound conductor will immediately restore switch to the position in which he found it. This will leave a red light against the outbound train and a green light for the inbound train to proceed.

Intermediate signals are located near center of block on the right and must be observed to see that they are showing green before passing. If signal is dark or burning red and green, it indicates a train approaching from the opposite direction and must be regarded as a stop signal.

When train has cleared the block, conductor will turn off the lights by using the switch in the switch box on right side of track in the direction train is moving.

If light circuits are inoperative, train may pass through the block only under flag as per Rule 509, reporting to dispatcher at the first telephone station.

Enginemen and Conductors are held equally responsible for safe operation through light circuits.

TRAIN AND AIR INSPECTION

40. On freight trains where helpers are coupled in rear of train the last helper engineman to make coupling after brake pipe has been parted will sound one blast of the whistle for air test, the leading engineman will, when train is ready, repeat the signal and test will then be made as per Rule No. 17 of the Air Brake Rules. Rear

brakeman must not open rear angle cock for test until leading engineman has sounded signal for test. Other enginemen in train must not whistle off until air test has been made.

41. Eastward freight trains stop at Cabazon, Garnet, Edom, and westward freight trains at Ordway, 10 minutes, where trainmen will make careful examination of wheels under all cars. The following are exceptions to this rule:

A. Eastward freight trains averaging less than 100 Ms per operative brake will not stop at Edom for train inspection. Retaining valves on all cars in trains not stopping at Edom, in accordance with the above, will be turned down at Garnet.

B. Westward freight trains stopping at El Casco for other operating reasons will be given not less than 10 minutes train inspection, in which event stop at Ordway for train inspection will not be made.

42. Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that train line is not obstructed by a closed angle cock.

43. Engines running light, descending grades of 1½ per cent and over, will stop for inspection sufficient length of time for the engineman to satisfy himself that tires and machinery are in satisfactory condition.

44. Maximum tonnage rating per operative brake 125 Ms between Colton and Garnet must be strictly observed.

45. Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal, list showing tonnage of each car in train. Car Inspector will record on list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

46. Freight trains taking siding where it is necessary for them to open their own switch, also freight trains leaving siding where it has been found necessary to apply train (automatic) brakes after out on main track, must be brought to a stop and sufficient time allowed to insure release of all brakes in train before an attempt is made to start. One or one and one-half minutes generally is required to insure such release; engineman must be governed by gauge as well as time duration in this work.

Practice that has governed in the past in handling freight trains on siding, between switches, will be permitted in future.

Where train (automatic) brakes have been applied for any cause and speed reduced to as low as fifteen miles per hour, except in grade work where average speed is fifteen miles or lower, stop should also be made and time duration as outlined above recognized before attempt is made to start.

Where undesirable action of brake is noticed, engineman must place handle of brake valve in lap position and allow train to come to stop, employing the same means to insure all brakes releasing before attempt is made to start again.

Special attention of trainmen must be given in these instances to see that all brakes on rear end of train have released.

METHOD FOR TESTING FOR TRIPLE, CAUSING UNDESIRED APPLICATION OF AIR BRAKES (DYNAMITER)

If test is made on a grade, a sufficient number of hand brakes must be set to secure the train.

Test must be made from rear end of train and under no circumstances by the engineman.

Engineman having first been instructed by the Conductor to set his brake valve and leave it in the running or release position, according to the kind of valve he has, train crew then go to rear end of train and so locate themselves that each man can observe two cars at a time, the number of cars in each test depending on the number of trainmen available. Close the angle cock on about fourth or sixth car from the rear, but do not break the air hose. One man will then go to rear of caboose, open angle cock very slowly, allowing a small flow of air to escape, about the same amount as would be released from brake valves for a service application, then close it. If all brakes apply properly and show no bad triple valve action, then open the angle cock on rear of caboose, letting out all of the air in the block of cars being tested. Close the angle cock, thus leaving block of cars empty of air in rear of train. Then proceed to the point where the angle cock had been closed on the train, leaving it closed, and close another angle cock about four or six cars ahead of this point. Then proceed with the test in the same manner as for the first block of cars in the rear, permitting the air in this block of cars to flow back to the uncharged portion. This procedure to continue until the entire train has been tested.

Air brake of car going into emergency will be cut out and report rendered on Form 2809.

After test completed and before train proceeds, rear end air brake test as per Rule 17 must be made to insure all hose coupled and angle cocks in proper position.

USE OF RETAINERS

PASSENGER TRAINS

Descending grade between Redlands Junction and Garnet, retainers will be turned up on all cars. Westward trains need not stop at Redlands Junction to turn down retainers, but all those accessible will be turned down at that point, balance at first stop west.

FREIGHT TRAINS

Descending grade between Colton and Edom following will govern:

Trains consisting of all loads, retainers will be turned up on all cars, including equalizers.

Trains consisting of loads and empties, retainers will be turned up on all loads and on each alternate empty.

Trains consisting of all empties, retainers will be turned up on each alternate car.

Trains consisting of 75 per cent or more P. F. E. cars, retainers on the ten head cars will be turned up and on balance of train on each alternate car.

Where retainers used speed of freight trains on any grade over 1 per cent not exceed 25 miles per hour, and on grades this character more than 5 miles long, for first 5 miles time consumed in traveling any one mile not less than 3 minutes. Above maximum speed restriction not affect speed on heavy grades or other locations where maximum now provided.

Retainers will be used on all eastward freight trains between San Fernando and Burbank, composed of over 30 cars or 100 Ms per operative brake.

DERAILS IN MAIN TRACK

PASADENA LINE

Broadway and Bellevue Drive, mile post 492.0.

COVINA LINE

Bassett—120 feet west of water tank, mile post 497.52.
Pomona—50 feet west of west line of Rebecca St., mile post 514.8 (branch).

CRAFTON LINE

Crafton—163 feet west of west switch, mile post 551.1.
Redlands—West end of Mill Creek bridge, mile post 547.33.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN AT ANY POINT MUST NOT EXCEED 50 MILES PER HOUR.

MAXIMUM SPEED OF ANY FREIGHT TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 6 DEGREES AND OVER.

NO FREIGHT TRAIN SHALL EXCEED A SPEED OF 20 MILES PER HOUR AROUND CURVES OF 6 DEGREES OR OVER. SUCH CURVES LOCATED AS FOLLOWS:

SANTA BARBARA AND BURBANK

Between	M. P.	M. P.	Curve
Hasson Chatsworth.....	442.62	442.77	6° 00′
" "	443.00	443.25	6° 00′
" "	443.42	443.71	6° 00′
" "	444.03	444.39	6° 00′

SAUGUS AND LOS ANGELES

Between	M. P.	M. P.	Curve
Saugus................	449.8	449.25	6° 00′
Tunnel................	456.38	456.48	6° 00′
Magazine...............	456.89	457.00	6° 00′
"	457.11	457.24	6° 08′

LOS ANGELES AND YUMA

Between	M. P.	M. P.	Curve
River Sta. Miss. Jct.....	482.06	482.17	6° 11′
Ordway El Casco.......	551.78	551.97	6° 03′
Araz Jct. Araz..........	726.48	726.71	8° 00′

In addition, at Niland there is a 7 degree curve from M. P. 667.62 to 667.84.

OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

	M. P. H.
Light engines running ahead..	35
Yard engines..	20
2-10-2 class in passenger service (Nos. 3600 to 3652, incl.)...........	45
2-10-2 class (Nos. 3653 and higher) must under no circumstances be used in passenger service and in other service must not exceed 30 miles per hour on tangent track and curves of less than 6 degrees, and 15 miles per hour on curves of 6 degrees or over.	
2900 class, 4200 class—in passenger service..........................	40
4000 class—in passenger service......................................	35
Freight consolidation—in passenger service...........................	45
Maximum speed Mikado type locomotives is restricted to 45 miles per hour.	
Engines backing coupled in trains or light on main track and Imperial Branch	25
Same on Branches, except Imperial Branch.............................	20
Trains handling relief outfit on main track, Imperial and Santa Ana branches	25
Branches (except Santa Ana and Imperial).............................	15

The following restrictions indicated by slow boards placed ¼ mile from point of restriction.

Page		Psgr. m. p. h.	Frt. m. p. h.	Light Eng. m. p. h.
2, 3	Santa Barbara Yd.—Between outside switches..	15	15	15
2, 3	Between East switch Wave and distant signal west of Sea Cliff...........	45	25	25
2, 3	Ventura City Limits.....................	10	10	10
2, 3	Tunnel 26 (consume 6″ at uniform speed)......	14	14	14
2, 3	Between M. P. 442.62 and 444.39, east of Hasson	30	20	20
4, 5	Between M. P. 451 and 455, east of Saugus.....	..	25	25
4, 5	Tunnel 25 (use 6″ at uniform speed)...........	13	13	13
4, 5	456.37 and 458.10, east of Waltz Jct............	30	20	20
4, 5	458.10 and 462, east of Tunnel................	..	25	25
4, 5	Over two paved crossings, San Fernando........	25	25	25
4, 5	Through cross-overs Burbank Jct. Tower........	30	30	30
4, 5	Los Angeles bet. 7th Street and junction of North Spring St. and San Fernando St., 800 ft. west of River Station..............................	8	8	8
12	Ojai Line (except as below)...................	20	20	20
12	M. P. 407 and 408.............................	10	10	10
12	Montalvo and Saugus (except as below).........	40	25	25
12	M. P. 414.06 and 414.20........................	30	18	18
12	Through city limits Santa Paula................	15	15	15
12	M, P. 431.62 and 438.10........................	30	18	18
12	M. P. 439.05 and 441.96........................	30	18	18
12	M. P. 444.20 and 444.84........................	30	18	18
12	Chatsworth and Burbank via Van Nuys...........	25	20	20
6, 7, 15	Los Angeles bet. 7th Street and Junction of North Spring St. and San Fernando St., 800 feet west of River Station...................	8	8	8
6, 7, 8, 9	Through city limits Pomona, Ontario and Colton	15	15	15
6, 7	M. P. 537 and Colton...........................	30	20	20
6, 7, 8, 9	Between Outside switches Colton...............	12	12	12
8, 9	M. P. 540 and 544 (descending grade)...........	..	25	35
	M. P. 544 and 551.77 (descending grade)........	40	18	35
	M. P. 551.77 and 551.97........................	30	18	18
	M. P. 551.97 and 588 (descending grade)........	40	18	35
	M. P. P 588 and 610 (descendinggrade)..........	..	25	35
8,9,10,11	Between Outside switches, Indio...............	12	12	12
17	L. A. and San Pedro (except as below)..........	40	25	25
17	1000 feet west of 503-B and drawbridge	8	8	8
17	Over Drawbridge............................	20	20	20
17	Consolidation engines......................	25	..	..
	Engines over 195 m. on driver, not to be used.			
17	Long BeachLine................................	20	15	15
16	Whittier Line..................................	15	15	15
15	Santa Ana and Florence (except as below)......	40	30	30
15	West Anaheim and 1 mi. east of Anaheim.......	15	15	15
15, 16	Santa Ana and West Anaheim via Newport, Huntington Beach and Los Alamitos.........	20	20	20
16	Tustin Line....................................	30	20	20
15	West Anaheim and West Anaheim Jct. via Miraflores....................................	15	15	15
	Power heavier than Mogul not to be used.			
13	Pasadena Line..................................	15	15	15
13	Duarte Branch (except as below)...............	25	20	20
13	Over Main St. crossing West Alhambra (westward trains stop before crossing Main Street) eastward trains..............................	6	6	6
13	Covina Line (except Consolidated engines).....	40	25	25
13	Covina Line, Consolidated engines.............	20	20	20
13	Chino Line.....................................	25	18	18
13	Redlands Jct. and Crafton.....................	25	20	20
13	Over all crossings, Redlands..................	10	10	10
10, 11	Salt Creek trestle 1 mi. west of Durmid.......	25	25	25
10, 11	723 to 727.....................................	30	20	20
10, 11	West Switch, Colorado and Yuma................	12	12	12
10, 11	Yuma and Third Street.........................	5	5	5
10, 11	Third Street and East lead Patio..............	6	6	6
14	Westmoreland Line and Laguna Dam Line........	20	20	20
14	Over Main St. crossing, El Centro.............	6	6	6
14	Between Outside switches, Heber...............	30	30	30

Engines on westward passenger trains stop east of Colorado River bridge.

Atlantic and Pacific type or eight-wheel engines over 75,000 lbs. on drivers; ten-wheel engines over 100,000 lbs. on drivers, mogul engines over 126,000 lbs. on drivers; twelve-wheel or consolidation type engines over 125,000 lbs. on drivers, and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on the Ojai Line.

Following restrictions on branches handling large loaded oil cars:	M. P. H.
Los Alamitos-Smeltzer, Long Beach and Duarte	12
Ojai, Whittier, Newport and Crafton	15
Declez and Declezville	10

On eastward main track, 300 feet east of Shed "A," Los Angeles, curvature through the cross-over switch is approximately 20 degrees. This is a tongue and mate girder rail switch.

Speed of all trains through this switch is restricted to 8 miles per hour.

Train or engines will approach Ninth Street crossing at Colton with caution at a speed not to exceed 10 miles per hour, prepared to stop before fouling the crossing. When it is seen the crossing is clear, trains or engines may proceed over this crossing without stopping. Trains or engines shoving cars will come to a stop at a point clear of the crossing and may proceed when the crossing is seen to be clear. Cars will not be kicked over Ninth Street crossing. Trains or engines to or from San Bernardino or Riverside will come to a stop before fouling this crossing and may proceed over same under protection of flag.

All our standard railway equipment is permitted to operate over Mill Creek bridge just west of Redlands with the exception of Mikado, Mallet and 2-10-2 type engines.

No engine heavier than Consolidation permitted on Declez Line south of crossover to hog ranch.

Where ground is soft, speed should be 10 miles per hour or less.

Passenger trains not exceed 35 miles per hour and freight trains 20 miles per hour over any steam or electric crossing movement over which is controlled by interlocking signals.

When necessary to move cars ahead of engine, do not exceed 20 miles per hour.

When entering or leaving sidings, or moving while on sidings, do so with caution not exceeding a speed of eight (8) miles per hour. Responsibility for collision on siding placed with moving train.

Train or portion of train, entering siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not go to clear will be governed by Rule 509.

When engineman's judgment, track protected by slow order safe for higher speed than slow order, engineman notify conductor, stating speed considered safe, conductor notify Superintendent from first open telegraph office.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED.

All engines, with the following exceptions, are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3309	63	45120 lbs.
A-2	3022	64	44500 "
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Above table for information of enginemen must not be considered in any way to authorize exceeding speed limit specified under "speed restrictions."

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Between	Height	Description
454.9	Newhall and Sylmar	17 ft.	Tunnel No. 25.
441.2	Hasson and Chatsworth	16 ft. 6 in.	Tunnel No. 26.
442.9	Hasson and Chatsworth	20 ft. 10 in.	Tunnel No. 27.
443.9	Hasson and Chatsworth	21 ft. 4 in.	Tunnel No. 28.
423.0	Sespe and Brownstone	21 ft. 4 in.	Sespe Creek.
432.2	Piru and Camulos	21 ft. 4 in.	Piru Creek.
446.2	Castaic and Saugus	20 ft. 6 in.	Santa Clara River.
481.7	Taylor—River Station	21 ft. 6 in.	Footbridge.
482.6	Mission Junction—Aurant.	21 ft. 9 in.	2nd Xing L. A. River.
547.3	Motor Jct.—Redlands	19 ft. 6 in.	Mill Creek.
732.2	Colorado-Yuma	19 ft. 10 in.	Colorado River drawbridge

Pacific Electric trolley poles between Colton and San Bernardino, Lone Hill and Ganesha Junction, La Bolsa and Huntington Beach, will not clear man on side of car.

Posts erected each side of Pacoima Gravel Pit spur do not provide proper clearance. Do not ride on side of car in using this spur.

C. V. U. structure in Brawley yard, north side of main street, is not standard clearance.

Platform used by Enterprise Soda Works just east of Commercial Street, El Centro, is not standard clearance.

Platform alongside lime pit track of Ventura County Ry. at Oxnard will not clear man riding on side of cars. Extreme care must be taken when entering this track

Los Angeles Yard:

West end Midway Yard Foot Bridge	River Station.
Capital Milling Co. Bldg	" "
Edison Electric Co	" "
Road Crossing Bridge	Taylor.
Union Warehouse Bldg	Naud Junction.
Los Angeles River Bridge	Mission Junction.
Llewellyn Iron Works House Spur	" "
Lacey Mfg. Co., Gate Frame	" "
Lacey Mfg. Co., crane on their spur inside yard	" "
J. E. Cook Warehouse	Jackson and Alameda Sts.
L. A. Farming and Milling Co	Commmerical " " "
L. A. Warehouse	" " " "
J. A. Roebling	Market " " "
Western Commercial Co	" " " "
Union Hardware and Metal Co	First " " "
L. A. Ice and Cold Storage Co	Fourth Street Plant.

Fence of the Oakley Paint Company between Clover and Antonio Sts., Alhambra Ave., Los Angeles, does not afford proper clearance.

Clearance is impaired by store room building Rivas Rock Quarry.

Wall of American Fruit Growers' packing house, Covina as now constructed only provides clearance of five feet three inches from outside of nearest rail.

Load line clearances permissible Tunnel 25:

From top of rail to 14 ft. above top rail, maximum width load 11 ft. 6 in., 5 ft. 9 in. each side of center line of track. Above 14 ft. from top of rail to 17 ft. above top of rail load narrows down to 7 ft. 6 in. in width, or 3 ft. 9 in. from each side of center line of track. Nothing higher than 17 feet should go through this tunnel.

Load line clearances permissible Tunnel 26:

From top of rail to 13 ft. 3 in. above top of rail maximum width of load is 11 ft., or 5 ft. 6 in. on each side of center line of track. Above 13 ft. 3 in. to 16 ft. 6 in., the load narrows down to 5 ft. in width, 2 ft. 6 in. on each side of center line of track. Nothing higher than 16 ft. 6 in. should go through this tunnel.

Frame work used to hold new concrete wall at plant of Imperial Ice Company, Brawley, is not back to standard clearance and will not clear man on side of box car.

Pacific Fruit Express Company's icing platform El Centro will not clear man on side of car. Clearance between edge of platform and center icing track six feet, eight inches.

The ice deck and platform constructed for the Imperial Ice & Development Company alongside their track at Calexico does not afford a standard clearance.

At the plant of the Imperial Highway Commission at Frink there are five power lines passing over the spur from which cars are dropped down, under the hoppers of the crusher, for loading. These wires clear the top of the rail at a distance of 18 ft.

No cars, except gondolas and flats, must be handled over this spur. S. P. engines must not use that portion of this spur running under crusher bunkers, it being private track.

Employes are warned that it is dangerous to ride on top or sides cars at above mentioned points.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

Kind of Car	Average Weights—Pounds		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	
" (Dynamo)		101,000	
Baggage and Mail 60′		97,000	92,000
" " " 69′	75,000	122,000	
Baggage and Passenger	65,000		
Buffet		131.000	122,000
" (Dynamo)		146,000	
Business	108,000	179,000	136,000
Chair	84,000	98,000	
Coaches	75,000	95,000	
Dining	131,000	146,000	138,000
Express, Horse	79,000		
Express, Refr. (A.R.E.) 40 to 154			78,000
" " " " " 155 to 224			89,000
" " " " " 500 to 506			110,000
" " " " " 1101 to 1175			85,000
" " (GN RR)	70,000		
" " (NP RR)	60,000		74,000
Observation	122,000	144,000	128,000
Postal 40′		72,000	
" 60′		111,000	
Pullman Observation	124,000	148,000	142,000
" Parlor	115,000	149,000	142,000
" Standard Sleepers	125,000	152.000	145,000
" Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		

MILEAGE

Main Line

Saugus to Yuma	S. P. R. R.			282.46	
Montalvo to Saugus	S. P. R. R.			45.39	
Santa Barbara to Burbank	S. P. R. R.			93.45	
Total Main Line					421.30

Branches

Burbank	S. P. R. R.	Burbank to Chatsworth Jct.		21.58	
Chino	S. P. R. R.	Pomona Jct. to Chino	4.50		
		Ontario to Chino	5.31		
				9.81	
Covina	S. P. R. R.	Bassett to Pomona		17.40	
Declezville Spur	S. P. R. R.	Declez to Declezville		2.55	
Duarte	S. P. R. R.	Shorb to Duarte		13.72	
Inter-California Ry	S. P. R. R.	Niland to Araz Jct		96.07	
Laguna	S. P. R. R.	Colorado to Potholes		12.33	
Long Beach	S. P. R. R.	Thenard to Alamitos Beach		4.28	
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos		10.23	
Ojai	S. P. R. R.	Ventura Jct. to Ojai		15.16	
Pasadena	S. P. R. R.	Shorb to Pasadena		4.83	
Redlands	S. P. R. R.	Redlands Jct. to Crafton		8.98	
Westmorland	S. P. R. R.	Calipatria to Westmorland		12.79	
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside via Colton		12.60	
San Pedro	S. P. R. R.	Los Angeles to Pt. Firmin		27 07	
Los Angeles	S. P. R. R.	Naud Jct. to Mission Jct.		0.42	
Santa Ana	S. P. R. R.	Florence to Santa Ana		31.39	
Newport	S. P. R. R.	Santa Ana to Stanton Jct		26.14	
Tustin	S. P. R. R.	Miraflores (Tustin Jct.) to Tustin		10.98	
Whittier Branch	S. P. R. R.	Studebaker to Whittier		5.91	
Total Branches					344.24
Total Los Angeles Division					765.54

LIST OF SURGEONS.

LOCATION	NAME	TITLE
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon and Manager.
San Francisco	Dr. W. B. Coffey	Assistant Chief Surgeon.
Los Angeles	Dr. G. S. Hall	Division Surgeon.
Los Angeles	Dr. M. T. Steele	Assistant Surgeon.
Los Angeles	Dr. R. W. Starr	Assistant Surgeon.
Los Angeles—(Inglewood and Hyde Park)	Dr. E. D. Charland	District Surgeon.
Los Angeles—(Huntington Park)	Dr. H. W. Amyes	District Surgeon.
Los Angeles—(Eagle Rock)	Dr. Marion M. Null	District Surgeon.
Los Angeles—(Belvedere Gardens)	Dr. Frank M. Wilson	District Surgeon.
Los Angeles—(Hollywood)	Dr. R. W. Avery	District Surgeon.
Los Angeles	Dr. E. G. Goodrich	Visiting Surgeon White Memorial Hospital.
East Los Angeles	Dr. M. Lee Martin	Visiting Surgeon Emergency Hospital.
Los Angeles	Dr. E. A. Bryant	Consulting Surgeon.
Los Angeles	Dr. Geo. W. McCoy	Oculist and Aurist.
Los Angeles	Dr. R. O. Bullis	Assistant Oculist and Aurist.
Los Angeles	Dr. A. C. Rogers	Consulting Oculist and Aurist.
Santa Monica	Dr. C. E. Rooney	District Surgeon.
Compton	Dr. A. L. Holcombe Dr. C. R. Jennings	Emergency Surgeons.
Long Beach	Dr. C. H. Woods	Emergency Surgeon.
Long Beach	Dr. E. C. Renfrew	Emergency Surgeon.
Wilmington	Dr. Guy Shirley	District Surgeon.
San Pedro	Dr. F. W. Reynolds	District Surgeon.
Downey	Dr. E. H. Welcome	Emergency Surgeon.
Whittier	Dr. W. H. Stokes	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	Emergency Surgeon.
Anaheim	Dr. J. L. Beebe	Emergency Surgeon.
Orange	Dr. D. F. Royer	Emergency Surgeon.
Santa Ana	Dr. C. D. Ball	District Surgeon.
Santa Ana	Dr. Dexter R. Ball	Assistant District Surgeon.
Pasadena	Dr. F. C. E. Mattison	District Surgeon.
Monrovia	Dr. L. N. Wheeler	Emergency Surgeon.
Alhambra	Dr. J. S. Hull	Emergency Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. W. S. Wilcox	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
Covina	Dr. J. D. Reed	Emergency Surgeon.
Pomona	Dr. T. Hardy Smith	District Surgeon.

LOCATION	NAME	TITLE
Chino	Drs. Reed and Miller	Emergency Surgeons.
Ontario	Dr. C. Sheppard	District Surgeon.
Colton	Dr. C. F. Whitmer	District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
Redlands	Dr. C. A. Sanborn	District Surgeon.
Riverside	Dr. J. G. Baird	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. I. W. Keith	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Thermal	Dr. S. S. M. Jennings	District Surgeon.
Calipatria	Dr. F. F. Malone	District Surgeon.
Brawley	Dr. Eugene LaBaron	District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson Dr. W. E. Lyons	District Surgeons.
El Centro	Dr. C. S. Marsden	Oculist and Aurist.
Calexico	Dr. P. N. Sims	District Surgeon.
Calexico	Dr. A. L. Rice	Assistant District Surgeon.
Yuma	Dr. E. B. Ketcherside Dr. J. A. Ketcherside	District Surgeons.
Yuma	Dr. H. S. Ketcherside Dr. E. G. Colby	Assistant District Surgeons.
Glendale	Dr. R. E. Chase	District Surgeon.
Burbank	Dr. A. E. W. Yale	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
San Fernando	Dr. J. E. Wheat	District Surgeon.
Newhall	Dr. Geo. F. Stevenson	Emergency Surgeon.
Newhall	Dr. R. J. Sewall	Associate Emergency Surgeon
Fillmore	Dr. J. P. Hinckley	District Surgeon.
Santa Paula	Dr. Benj. E. Merrill	District Surgeon.
Saticoy	Dr. R. S. Anthony	Emergency Surgeon.
Moor Park	Dr. F. A. Yoakam	Emergency Surgeon.
Oxnard	Dr. Geo. A. Broughton	District Surgeon.
Ventura	Dr. T. E. Cunnane	District Surgeon.
Ojai	Dr. B. L. Saeger	Emergency Surgeon.
Carpinteria	Dr. J. C. Cummings	Emergency Surgeon.
Santa Barbara	Dr. G. S. Loveren	District Surgeon.
Santa Barbara	Dr. R. M. Clark	Assistant District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Oculist and Aurist.

LOCATION HOSPITAL STRETCHERS.

Saugus
San Fernando
Santa Barbara
Los Angeles
San Pedro
Pomona
Colton
Banning
Indio
Niland
El Centro
Calexico

HOSPITALS FOR LOS ANGELES DIVISION.

General Hospital—San Francisco, Cal.
Division Hospital—White Memorial Hospital, Los Angeles, Cal.
Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

RATING OF ENGINES--LOS ANGELES DIVISION

IN MS. OF 1000 LBS. BACK OF TENDER.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Los Angeles to Ontario	Ontario to Colton	Colton to Los Angeles	Colton and Indio	Indio to Patio	Patio to Indio	Los Angeles and Santa Barbara via Oxnard and between Montalvo and Saugus, East and West	Los Angeles to Saugus	Saugus to Los Angeles	Niland and Araz Junction (Inter-California Railway Line)
				Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
E—10	E—63 17/24 47	1320, 1323, 1331 to 1352	140	710	1330	830	410	1430	1330	790	310	350	1330
E— 2	E—69 18/24 59	1372, 1373, 1375	150	760	1460	900	430	1550	1460	870	340	380	1460
E— 2	E—69 18/24 61	1374, 1376 to 1381	150										
E— 5	E—69 18/24 69	1383, 1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	830	1600	980	460	1710	1600	950	360	400	1600
E— 6	E—69 18/24 68	1402 to 1411	165	850	1620	1000	480	1720	1620	970	370	420	1620
E—23	E—73 20/24 89	1433 to 1443	190	1150	2190	1350	650	2330	2190	1510	510	570	2190
E—23	E—73 20/24 92	1445 to 1458	190										
E—24	E—69 18/26 74	1464 to 1467, 1469, 1471	165	910	1720	1070	510	1850	1720	1010	390	440	1720
E—27	E—73 20/26 113-S	1526 to 1540, Superheated	210	1440	2700	1690	820	2910	2700	1600	640	710	2700
E—27	E—73 20/26 100	1526 to 1540, Saturated	200	1330	2500	1560	760	2680	2500	1480	600	670	2500
M— 4	M—63 20/28 126	1615 to 1719	190	1610	2920	1870	940	3180	2920	1730	730	820	2920
M—6, M—8	M—63 21/28 159-S	1720 to 1724, 1726, 1770 to 1779, 1790, 1798, Superheated	200	1990	3600	2310	1180	3910	3600	2140	920	1020	3600
M—6, M—8	M—63 21/28 156	1720 to 1724, 1726, 1770 to 1779, 1790, 1798, Saturated	200	1890	3420	2200	1110	3710	3420	2030	870	960	3420
M— 6	M—63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803, 1823, to 1825, Superheated	200	2000	3610	2320	1190	3920	3610	2150	930	1030	3610
M— 6	M—63 21/28 144	1725, 1727 to 1769, 1780 to 1803, 1823 to 1825, Saturated	195	1840	3340	2140	1090	3630	3340	1980	850	940	3340
M— 9	M—63 21/28 150-S	1804 to 1822, Superheated	210	2110	3800	2450	1260	4130	3800	2270	990	1090	3800
M— 9	M—63 21/28 147	1804 to 1822, Saturated	200	1890	3420	2200	1110	3720	3420	2030	870	960	3420
T—16	T—57 18/24 80	2039, 2040, 2053, 2073, 2081, 2082, 2095, 2108	165	1050	1950	1230	610	2110	1950	1150	470	520	1950
T— 7	T—57 18/24 88	2184 to 2186	160	1010	1880	1180	580	2030	1880	1100	450	500	1880
T— 9	T—57 18/24 96	2155, 2175, 2180	170	1090	2020	1280	630	2180	2020	1190	490	540	2020
T— 9	T—57 18/24 83	2156 to 2169, 2171, 2173	160	1030	1890	1200	600	2050	1890	1120	460	520	1890
T— 8	T—57 18/24 87	2174, 2176 to 2179, 2181 to 2183	160										
T— 3	T—69 20/26 113	2214 to 2220	180	1260	2360	1470	720	2530	2360	1390	550	620	2360
T— 2	T—63 19/24 105	2221 to 2234	160	1000	1890	1180	570	2040	1890	1120	340	490	1890
T— 1	T—63 20/26 112	2235 to 2273	180	1430	2620	1670	840	2830	2620	1560	660	730	2620
T—25	T—69 20/28 134	2274 to 2281	200	1530	2840	1790	880	3060	2840	1690	680	760	2840
T—26	T—69 21/28 152-S	2283 to 2300, Superheated	200	1780	3280	2070	1040	3530	3280	1960	820	910	3280
T—26	T—69 21/28 149	2283 to 2300, Saturated	200	1720	3170	2000	1000	3410	3170	1890	790	880	3170
T—23	T—63 21/28 152-S	2301 to 2308, 2310, Superheated	210	2120	3810	2460	1260	4130	3810	2280	990	1100	3810
T—23	T—63 21/28 144	2301 to 2308, 2310, Saturated	200	1890	3420	2200	1110	3720	3420	2030	870	970	3420
T—28	T—63 22/28 162-S	2311 to 2352, Superheated	210	2310	4160	2680	1370	4510	4160	2480	1080	1190	4160
T—28	T—63 22/28 160	2311 to 2352, Saturated	200	2070	3750	2410	1220	4080	3750	2230	960	1060	3750
T—31	T—63 22/28 162-S	2353 to 2362	200	2180	3950	2540	1290	4280	3950	2340	1010	1120	3950
T—32	T—69 23/28 174-S	2363 to 2370	200	2160	3920	2520	1270	4260	3920	2330	1000	1100	3920
T—32	T—69 23/28 174-S	2371 to 2384	210	2300	4190	2670	1360	4500	4190	2530	1080	1200	4190
P—1, P—3	P—77 22/28 141-S	2400 to 2437, Superheated	210	1790	3350	2100	1020	3590	3350	1980	800	890	3350
P—1, P—3	P—77 22/28 141	2400 to 2437, Saturated	200	1620	3050	1900	950	3280	3050	1800	710	790	3050
P— 5	P—77 22/28 141-S	2438 to 2452	200	1710	3190	2000	980	3420	3190	1890	760	850	3190
P— 6	P—77 25/28 172-S	2453 to 2458	200	2250	4170	2620	1310	4470	4170	2490	1030	1140	4170
P— 7	P—73 25/28 171-S	2476, 2477	200	2400	4430	2800	1410	4750	4430	2660	1120	1240	4430
C—9, C—10	C—57 22/30 194-S	2513 to 2599, 2752 to 2857, Superheated	210	2560	4590	2960	1530	5010	4590	2720	1200	1320	4590
C— 8	C—57 22/30 192-S	2698 to 2751, Superheated											
C— 9	C—57 22/30 187	2513 to 2599, 2752 to 2830, Saturated	200	2260	4090	2620	1340	4450	4090	2400	1040	1150	4090
C— 8	C—57 22/30 185	2698 to 2751, Saturated											
C— 2	C—57 22/34 172-S	2600 to 2611, Superheated	190	2310	4130	2610	1400	4500	4130	2400	1080	1190	4130
C— 4	C—57 22/34 183-S	2612 to 2623, Superheated											
C— 2	C—57 22/34 172	2600 to 2611, Saturated	185	2210	3960	2500	1330	4320	3960	2290	1020	1130	3960
C— 4	C—57 22/34 176	2612 to 2623, Saturated											
C— 5	C—57 22/30 187-S	2624 to 2693, Superheated	210	2590	4620	2990	1560	5040	4620	2740	1230	1350	4620
C— 5	C—57 22/30 180	2624 to 2693, Saturated	200	2290	4120	2650	1370	4480	4120	2430	1070	1180	4120
TW— 8	TW—54 21/32 155	2914 to 2923	180	1920	3460	2180	1150	3770	3460	1990	880	980	3460
TW— 6	TW—50 20/26 110	2954	160	1490	2710	1730	870	2950	2710	1580	670	750	2710
A— 3	A—81 20/28 112-S	3025 to 3071, Superheated	210	1370	2630	1610	770	2790	2630	1560	600	670	2630
A— 3	A—81 20/28 105	3025 to 3071, Saturated	200	1230	2390	1460	680	2540	2390	1410	530	600	2390
MK— 2	MK—57 23¾/30 206-S	3200 to 3215	210	3020	5400	3490	1780	5890	5400	3200	1420	1576	5400
MK— 4	MK—57 23¾/30 206-S	3216 to 3233	200	2850	5110	3300	1670	5580	5110	3020	1330	1470	5110
MK-5, MK-6	MK—63 26 /28 210-S	3237 to 3271	200	3090	5560	3590	1850	6030	5560	3320	1450	1610	5560
F— 1	F—63 27½/32 273-S	3600 to 3652	200	3750	6700	4340	2250	7300	6700	3980	1760	1950	6700
F— 3	F—63 29½/32 297-S	3653 to 3667	200	4280	7650	4940	2560	8340	7650	4530	2010	2210	7650
MC— 1	MC—57 $\frac{26-40}{30}$ 394	4000 to 4001	200	5330	9000	6020	3000	9000	9000	5530	2570	2820	9000
MM — 2	MM—63 $\frac{25-28}{28}$ 320	4200 to 4211	200	3820	6850	4440	2270	7470	6850	4060	1770	1960	6850
		Allowance for Empty and Under-loaded Cars — Less than 40 M's		3	3	3	3	6	6	3	3	3	3
		Allowance for Empty and Under-loaded Cars — 40 to 50 M's		0	0	0	0	3	3	0	0	0	0

TRAINMASTERS

E. J. KELLUM ....River Station
H. R. HUGHES.................................River Station
L. L. LAUGHLIN, Assistant Trainmaster..............Indio
G. E. DONNATIN, Terminal Trainmaster.....River Station

CHIEF TRAIN DISPATCHERS

J. A. DAY......................................Los Angeles
T. W. McKINLEY..............................Los Angeles
G. H. MARSH...................................Los Angeles

ROAD FOREMEN OF ENGINES

FRANK La FOND..............................Los Angeles
F. G. TOATES, Assistant....................Los Angeles

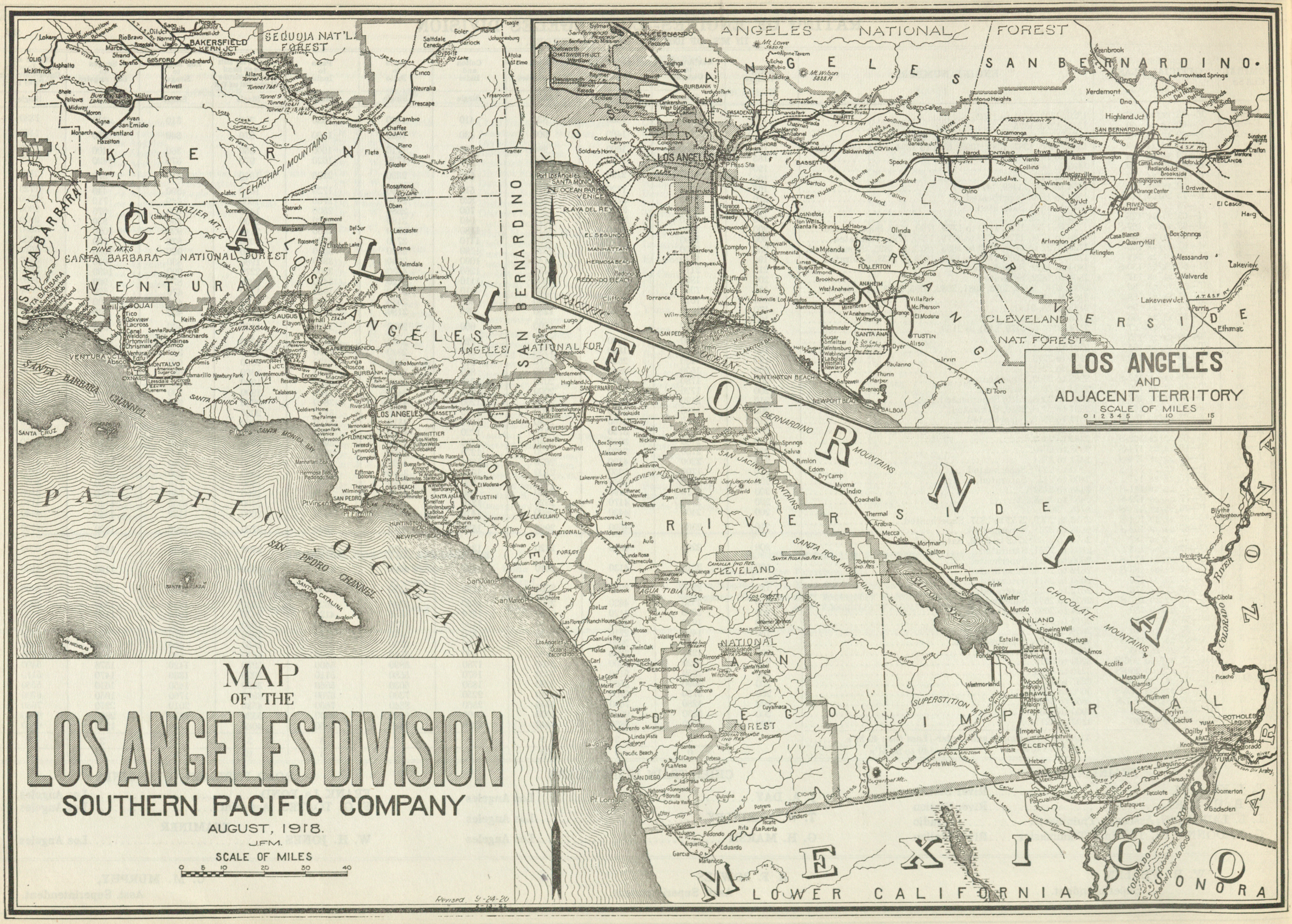
EXAMINER

W. H. JONES..................................Los Angeles

W. H. WHALEN
Superintendent.

A. F. BOWLES
Asst. Superintendent.

C. M. MURPHY,
Asst. Superintendent.



MAP OF THE LOS ANGELES DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40
Revised 9-24-20
LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
CALIFORNIA
KERN
SANTA BARBARA
VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
ARIZONA
MEXICO
LOWER CALIFORNIA
SONORA
PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SANTA CATALINA
SAN NICHOLAS
SANTA CRUZ
SEQUOIA NAT'L. FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NATIONAL FOREST
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHOCOLATE MOUNTAINS
SALTON SEA
COLORADO RIVER
BAKERSFIELD
KERN JCT
MOJAVE
LANCASTER
PALMDALE
SAUGUS
NEWHALL
SAN FERNANDO
BURBANK
GLENDALE
PASADENA
LOS ANGELES
SANTA MONICA
VENICE
REDONDO BEACH
SAN PEDRO
WILMINGTON
LONG BEACH
WHITTIER
FULLERTON
ANAHEIM
SANTA ANA
TUSTIN
NEWPORT BEACH
HUNTINGTON BEACH
POMONA
ONTARIO
COLTON
SAN BERNARDINO
REDLANDS
RIVERSIDE
OXNARD
VENTURA JCT.
SANTA BARBARA
SAN DIEGO
ESCONDIDO
OCEANSIDE
BANNING
PALM SPRINGS
INDIO
MECCA
NILAND
IMPERIAL
EL CENTRO
BRAWLEY
CALEXICO
YUMA